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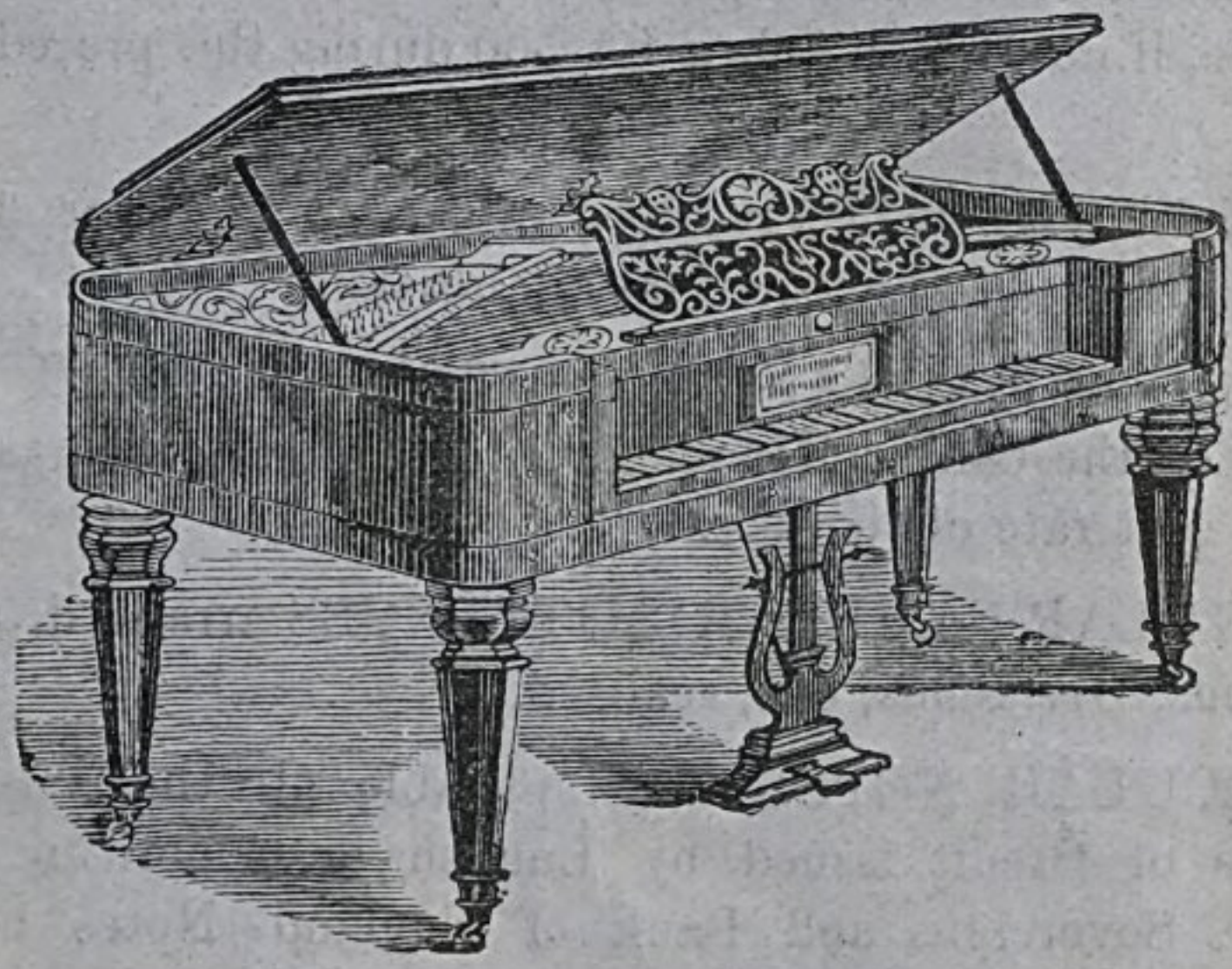
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GUIDE TO BOMBAY:

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BY

JAMES MACKENZIE MACLEAN,

LATE EDITOR OF THE "BOMBAY GAZETTE," FELLOW OF THE UNIVERSITY OF BOMBAY,
AND LATE CHAIRMAN OF THE BOMBAY TOWN COUNCIL.

EIGHTEENTH EDITION.

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Advertisement to the First Edition.

In offering this book to the public, I wish to disclaim for it any other merit than that it is a careful, and, if not a complete, yet at all events, so far as it goes, an accurate digest of such information as I have been able to collect, by dint of hard reading and personal observation, concerning a city which I have known familiarly for the last fifteen years. I have avoided crowding the pages of the GUIDE with references; and I will only mention here, amongst the numerous works I have studied in order to obtain materials for this book, *Aitchison's Treaties*, *Anderson's English in Western India*, *Heeren's Asiatic Researches*, *Mill and Wilson's History of India*, *Grant Duff's History of the Mahrattas*, *Orme's Historical Fragments*, *Forbes's Oriental Memoirs*, *Heber's Narrative*, *Hamilton's Hindostan*, *Milburn's Oriental Commerce*, *Macpherson's Annals of Commerce*, *Royle's History of the Cotton Trade*, the *Wellington Despatches*, the *Wellesley Despatches*, *Fryer's Travels*, *Ovington's Voyage to Surat*, *Carsten Niebuhr's Travels*, *Vincent's Periplus*, *Yule's Marco Polo*, and, amongst other official papers, Warden's valuable *Memoir on the Land Tenures of Bombay*, the *Bombay Administration Reports*, especially that for 1872-73, and Dr. Hewlett's *Census of Bombay*.

For all the first four chapters of the GUIDE I am solely responsible. In compiling the "Description of the City of Bombay" I have been greatly assisted by Mr. Collett, of the *Bombay Gazette*, and to Mr. MacPherson, of the same office, I am indebted for the descriptions of the Festivals held in Bombay and of the Queen's Statue. I have also to thank many outside friends for generous and cordial help given to me in the preparation of what I hope will take rank as the standard "GUIDE TO BOMBAY."

J. M. MACLEAN.

BOMBAY GAZETTE OFFICE,
November 1, 1875.

Advertisement to the Second Edition.

THE favourable reception given to the FIRST EDITION of this GUIDE by the Press and the Public has encouraged me to revise the book thoroughly and make it worthier of the good name it has won. Considerable additions have been made to the First Part, more particularly in the Historical and Descriptive chapters; and the whole of the Second Part has been completely recast. A friendly critic having remarked that the GUIDE contained no information on a point which chiefly interests visitors to Bombay, namely, how they are to get out of it, I have inserted in this Edition tables showing the proposed movements of the mail steamers for the year 1877, and the through services by rail between Bombay and other places in India. A good index is now prefixed to each Part of the GUIDE; and I trust that I have succeeded in making the book much more valuable as a work of reference, without greatly increasing its bulk.

I must again offer my acknowledgments to numerous friends for help which has materially lightened my labours.

Besides the authorities quoted in the First Edition, I should mention two books to which I am indebted for some interesting details of the history of Bombay during and shortly after the Portuguese occupation—Lafitau's *Histoire des Découvertes et Conquêtes des Portugais* and an anonymous *Description of the Fort and Island of Bombay*, published at London in 1724.

BOMBAY GAZETTE OFFICE, J. M. MACLEAN.

Bombay, Dec. 26, 1876.

Advertisement to the Eighteenth Edition.

THE GUIDE and Directory for the year 1893 has been thoroughly revised, and the information on the commercial and manufacturing progress of the city brought up to date from official and other authentic sources.

The public buildings of the city, including those recently constructed, are fully described. The benefactions of prominent and wealthy citizens of the present and former generations, and the educational and charitable institutions founded by them are succinctly chronicled.

Much useful information has been added to that which has appeared in previous editions, and special care has been taken that the local information shall meet the wants of business men and the general public.

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Maclean's Guide to Bombay.

I.—GEOGRAPHY AND HISTORY.

Natural features of Bombay.

BOMBAY, the capital and chief seaport of Western India, is situated in lat. 18° 53′ 45″ N., long. 72° 52′ E. The city is built on a cluster of islands which, by means of connecting causeways and break-waters to shut out the sea, have been converted into a promontory of land, about three miles across at the northern end where it is now joined to the larger island of Salsette, and narrowing to a point of rock at Colaba, the southern extremity, where is the lighthouse marking the entrance to the harbour. This peninsula, or, as it is still called, island of Bombay, extends over an area of 22 square miles. It "is formed by two unequal ranges of whinstone rocks,[1] running nearly parallel to, and at the distance of about three miles from, each other;" and the City now covers these ridges—the highest point in which does not exceed 180 feet, which is the height of Malabar Hill just above the eastern corner of Back Bay—as well as the greater part of the plain between. From Colaba to Mahim, on the western shore facing the

[1] Two papers on the Geology of Bombay, one by Dr. H. J. Carter. and the other by Dr. Buist, the late accomplished Editor of the *Bombay Times*, are published in a collection of *Geological Papers on Western India*, a copy of which is in the Asiatic Society's Library. Dr. Buist speaks of the western ridge as part of a basalt barrier running as a great sea-wall from Bassein to Alibagh, a distance of 70 miles, for which he himself had traced it, and broken through only by the creek opening into Bombay Harbour. "From this ridge eastward, for the space of two miles, the island is almost perfectly flat, rising, at the highest, 8 or 10 feet above the level of the sea: much of it would be submerged at high tides were the sea not artificially shut out. A mass of trap, mostly greenstone, extends from the Lighthouse, at the extreme south-eastern end of Colaba, on all the way to Sion, on the eastern side of the island, facing the harbour; instead of forming one continuous ridge like the basalt from Malabar Point to Mahaluxmee, it often sinks down to the level of the sea, where it is covered over with alluvium and is only traceable in wells, quarries, and other excavations: it sometimes rises into knolls, sometimes into beautiful picturesque little hills of about 100 feet in elevation." Sion is the Marathee word *Siun*—a boundary. The Portuguese pronounced it correctly enough; but the English corruptly pronounce the word as if it had something to do with the Mount Zion of the Bible.

Indian Ocean, is a distance of eight miles, and this side of the island is indented with several beautiful bays, accessible only to fishing boats, the largest being Back Bay, a false harbour extending from Colaba Point round in a graceful sweep to the opposite point of Malabar Hill. On the eastern side of the island extends the deep, capacious, and well-sheltered harbour, an arm of the sea studded with islands which separates Bombay and Salsette from the mainland, and, passing round the northern shore of the latter island at Tanna, enters the Indian Ocean again at Bassein. "The haven of Bombay," says the author of a *Description of the Fort and Island of Bombay*, published in 1724, "comprehends all the waters that enter between Colair (Bandora Point), on the west point of the island of Salsette and the two small islands of Henery and Kennery, on the south, near the main land." On a map dated the same year, the "old place of riding for ships in winter" (during the monsoon) is marked as near Tanna, and "the present place" off the Fort; while there is said to be "safe riding" between Butcher's Island and Elephanta. Opposite Colaba, the harbour is six miles broad. "The island of Bombay, or Bombaim as it is called by old writers,

The name Bombay.

has been naturally supposed by Europeans to derive its name from the Portuguese, and to have denoted an advantage of its geographical position. But Briggs declares, without, however, giving his authority, that in ancient days part of the island was called Mahim, and part Mumbayé, from an idol. And, certainly, an old temple, dedicated to Moomba Devee, or the goddess Moomba, formerly stood on the plot now called the Esplanade." *(Anderson.)* The tank and temple of Mombadevee, in the most frequented part of the native town, still preserve the name. Yule *(Marco Polo)* detects in the latter part of the compound name Tanna-Maiambu, which, according to Barbosa, was used to designate the kingdom

The Portuguese Occupation.

of the Concan in the beginning of the sixteenth century, the first historical mention of the name Bombay. I would venture to suggest that the word Mahim itself may be identical with Maiambu and

Mumbayé. I find, in the *Description* of Bombay in 1724, a statement that "Mahim was the name formerly of the whole island. There was in old time built here by the Moors a great castle; and, in the time of the kings of Portugal, this was the place where the court and the custom-house were kept, and here were the duties paid by the vessels of Salsette, Trombay, Callian, and Bewndy on the main." As, however, the place really had no history before the Portuguese occupation, it is useless to discuss further the origin of the name, Bombay, which if it be interpreted to mean "good harbour," is at all events a most felicitous title. The island, probably, fell into the hands of the Portuguese in 1529. From May 18, 1498, the day on which Vasco da Gama reached Calicut, the power in the Eastern seas of the European nation that had had the skill and fortune to discover the passage round the Cape of Good Hope had gone on rapidly increasing till it became quite irresistible. From 1505, says Lafitau (*Histoire des Découvertes et Conquêtes des Portugais*), the Portuguese had such a superiority that they laid down the law wherever they went in India. They contented themselves, however, for a long time with destroying the maritime trade carried on by the Moors or Arabs in the Indian Ocean, and making settlements on the Malabar Coast to the south of Bombay at Calicut, Cannanore, Dabul, and Chaul. Albuquerque took Goa (then esteemed the best port in Western India and one of the most considerable cities in the peninsula) in 1510, and made it the metropolis of Portuguese India. But between Goa and Ormuz, at the entrance of the Persian Gulf, the Portuguese held no place at that time considered of great importance till the middle of the century, when (1546), after repeated contests, they at last acquired Diu. They, however, frequently ravaged the intervining coast, and in 1530 Nugno da Cunha, after pillaging Surat, sailed to Bombay to exact from "the king of Tanna"—a prince holding this maritime district under the Sultan of Guzerat (Beder)—the tribute he had "agreed to pay the previous year." In 1531 the same Viceroy selected Bombay as

the general rendezvous for a formidable expedition with which he first assailed Diu, and afterwards (1533) took Bassein, which, with its dependencies, including Salsette and Bombay, was formally ceded by Sultan Bahadur of Guzerat in 1534. In the latter half of the sixteenth century, when Portuguese rule was securely established along the coast, Bombay was made one of the districts under the control of the captain-general of Bassein. The English, who first made their appearance as competitors for the Indian trade at the end of the sixteenth century, soon cast covetous eyes on Bombay, and they made one or two ineffectual attempts to get possession of it before it was ceded to England, in 1661, as part of the dowry of the Infanta Catherine, on her marriage with Charles the Second. Articles XI. of the treaty of June 23, 1661, referring to the cession, says, it is made "for the better improvement of the English interest and commerce in the East Indies, and that the king of Great Britain may be better enabled to assist, defend, and protect the subjects of the king of Portugal in those parts from the power and invasion of the states of the United Provinces." The Portuguese in India, however, at that time probably resented as an insult the suggestion that they required English help to protect them against the Dutch. After the cession, the Earl of Marlborough, with a fleet of five men-of-war and 500 troops under Sir Abraham Shipman, was sent from England with a commissioner from Portugal, to take over the island. But the Portuguese governor, when the fleet arrived in September 1662, refused to give up the "dependencies" of Bombay, Salsette and Caranja, along with the island itself: and Lord Marlborough went home, while the troops—the first body of regular English soldier ever sent to India—were landed on the island of Angediva, of Carwar, where Sir Abraham Shipman and most of his men died, and Mr. Cook, Sir Abraham's secretary, signed a convention accepting the cession of the island alone. Charles II. repudiated this convention and demanded from the court of Portugal £100,000 as compensation for the loss suffered by

Cession of the Island to the English.

Lord Marlborough's expedition. The king also claimed that the island and port should be given up to him, "to the full extent formerly exhibited to his majesty in the map, containing not only Bombay but Salsette and Tanna." It does not appear, however, that anything came of this remonstrance. The English did not enter Bombay till 1664, and in 1668 the king, considering the place an unprofitable possession, handed it over to the East India Company, to be held by them "on payment of the annual rent of £10 in gold." One condition of the Company's charter, which bound them not to part with the island, and to provide a proper garrison for it, was that "all persons born in Bombay were to be accounted natural subjects of England."

Transfer to the East India Company.

It is not surprising that the king thought little of his acquisition, for Sir Gervase Lucas, who was appointed to supersede Mr. Cooke as governor, estimated the total revenues of Bombay in 1667 to be 75,000 xeraphins, or £6,490 17s. 4d., paid by a population of about 10,000 souls. As soon as the Company had had the island transferred to them, they made wise and liberal regulations for stimulating the growth of the place. They ordered that the fort or castle should be strengthened or enlarged; that a town should be built on a regular plan, and be so situated as to be under the protection of the fort; that the inhabitants, chiefly English, should be encouraged to settle in it, and be exempted for five years from the payment of customs; that the revenues should be improved without imposing any discouraging taxes; that the Protestant religion should be favoured, but no unnecessary restraints imposed upon the inhabitants who might profess a different faith; that manufacturers of all sorts of cotton and silks should be encouraged, and looms provided for the settlers; and that a harbour with docks should be constructed. The good policy of these regulations, which were designed to entice men of all nations to settle in Bombay by the promise of religious liberty, freedom of foreign trade, and encouragement to native industry,

State of the Island in 17th century, and judicious efforts made by the East India Company to attract settlers.

shows the sagacity of the English merchants of those days, and enables us to understand why they soon outstripped their intolerant Portuguese rivals. Land in Bombay being, for the most part, valueless for want of population, the early settlers under English rule were allowed to occupy waste plots of ground and build upon them; and there can be no doubt that a large proportion of the private property now existing in the island was created in this way. The city soon became a place of refuge for natives from the neighbouring, and even from distant, territories; and Bombay can share with Rome and other great cities the reproach of having been founded by adventurers of indifferent characters. Dr. John

Character of the Population.

Fryer, who visited the island in 1675, and whose Travels, published in 1682, have supplied the best materials for all the accounts that have since been written of the state of Bombay at that period, says:—"The population numbers 60,000, more by 50,000 than the Portuguese ever had—a mixture of most of the neighbouring countries, most of them fugitives and vagabonds." To this day, as we shall show more in detail in the section on population, Bombay is a real *colluvies gentium*, and a satirist might, perhaps, apply to it terms as harsh as Dr. Johnson unfairly used to describe the English capital a century ago:—

> London, the needy villain's general home,
> The common sewer of Paris and of Rome.

It can hardly be the case, however, that the manners of the English residents have not improved since 1689, when Mr. Ovington, chaplain to His Majesty, visited Bombay, and ascribed the general bad health of Europeans to the great wickedness that reigned upon the island. "For I cannot," says the worthy chaplain, "without horror, mention to what a pitch all vicious enormities were grown in this place, when the infection was most outrageous; nor can I but think that the Divine Justice interposed, and forwarded those fatal infelicities which are not wholly imputable to an impure contagion of the air, or the gross infection of the elements. Luxury, immodesty, and a prostitute dissolution of manners, found still new matter to work upon. Wickedness was still upon the improvement, and grew to

such a perfection, that no vice was so detestable as not to be extremely vicious" (the reverend gentleman's language is here somewhat confused); "whereby Satan obtained a more despotic authority in the hearts of the Christians than he did among the gentiles in the pageantry of heathen worship." Mr. Ovington came to Bombay at the beginning of the rains, and "buried of the twenty-four passengers, which we brought with us, above twenty, before they were ended; and of our own ship's company, above fifteen," and, as he did not wait for finer weather, he naturally took a morose view of the physical and moral state of Bombay. The morals of the English in Western India were probably just about as good or as bad in those days as those of the English at other settlements. A seaport town, with a mixed population recruited from all parts of the world, is not usually the home of virtue; and, though the inhabitants of Bombay generally now plume themselves on their respectability, the city must contain a large proportion of "vagabonds" still. But it is satisfactory to know that the freedom of manners, of which Mr. Ovington complained two centuries ago, co-existed with other kinds of freedom, the fruits of the deliberate policy of the English Government, which stamped the community with that character of vigorous vitality for which it is still remarkable, and which has raised the city to its present greatness.

Fryer's Description of Bombay.

Fryer's description of Bombay is worth quoting in full, for its minuteness and general accuracy. On Cooke's landing in Bombay in 1664, "he found a pretty well-seated but ill-fortified house" where Bombay Castle now stands, "four brass guns being the whole defence of the island, unless a few chambers housed in small towers convenient places to scour the Malabars, who were accustomed to seize cattle and depopulate whole villages by their outrages. About the house was a delicate garden, voiced to be the pleasantest in India, intended rather for wanton dalliance, Love's artillery than to make resistance against an invading foe." This garden could not have been a pleasant place for lovers' meetings during the rains, or we might suppose that Mr. Ovington had been scandalized at what he had seen there. The English were preparing at this time to

resist an invasion of Bombay by the Seedee, and "bowers dedicated to ease" had consequently been turned into bold ramparts, while the walks, "which were before covered with Nature's verdant awnings and lightly pressed by soft delights," were "open to the sun and loaded with the hardy cannon." "Within the Fort were mounted 120 pieces of ordnance, and in other convenient stands 20 more, besides 60 field pieces ready in their carriages to attend the militia and Bundaries," &c. "At a distance enough from the Fort lies the town, in which confusedly live the English, Portuguese, Topazes (Indo-Portuguese), Gentoos, Moors, Coolies, and Christians—mostly fishermen. It is a full mile in length; the houses are low and thatched with oleas of the cocoa trees; all but a few the Portuguese left, and some few the Company have built. The custom-house and warehouses are tiled or plastered, and, instead of glass, use panes of oyster-shells for their windows. There is also a reasonably handsome bazaar at the end of the town, looking into the field, where cows and buffaloes graze. The Portuguese have a pretty house and church, with orchards of Indian fruit adjoining. The English have only a burying place called Mendam's Point, from the first man's name therein interred, where are some few tombs that make a pretty show at entering the haven, but neither church nor hospital, both of which are mightily desired." This was written 200 years ago; and now, though we have plenty of churches, the "hospital" for the English is still "mightily desired."[1] "On the back side of the towns of Bombaim and Mahim are woods of cocoas, under which inhabit the Bundaries (those that prune and cultivate them), these *hortoes* (oarts) being the greater purchase and estates in the island for several miles together, till the sea breaks in between them, over against which, up the bay, a mile, lies Mazagon, a great fishing town, peculiarly notable for a fish called bumbalo[2]—the sustenance of the

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[1] This was written in 1875. In the year 1877 the Bombay Government at last removed from itself the reproach of having provided no decent hospital accommodation in Bombay for European patients, by setting apart for their use spacious building in Fort George. This hospital is endowed with nearly £10,000 raised by public subscription in Bombay.

[2] Familiarly known, in its dried state, as "Bombay Ducks."

poorer sort, who live on them and batty-field, &c.; the ground between this and the great breach is well ploughed, and bears good batty. Here the Portuguese have another church and religious house belonging to the Franciscans. Beyond it is Parell, where they have another church and demesnes belonging to the Jesuits"—the present Government House at Parell—"to which appertains Sion, manured by Coonbees (husbandmen), where live the Trasses or porters also. Under these upland the washes of the sea produce a lunary tribute of salt left in pans or pits made on purpose at spring-tides for the overflowing, and when they are full are incrustated by the heat of the sun. In the middle, between Parell, Mahim, Sion, and Bombay, is a hollow wherein is received a breach, running at three several places, which drowns 40,000 acres of good land, yielding nothing else but samphire, athwart which, from Parell to Mahim, are the ruins af a stone causeway made by Pennanees. At Mahim, the Portuguese have another complete church and house; the English, a pretty custom-house and guard-house; the Moors, also, a tomb in great veneration for a *peer* or prophet. At Salvesong the Franciscans enjoy another church and convent; this side is all covered with trees of cocoas, jawkes, and mangoes; in the middle lies Verulee (Worlee), where the English have a watch. On the other side of the great inlet to the sea is a great point abutting against Old Woman's Island (Colaba), and is called Malabar Hill, a rocky, woody mountain, which sends forth long grass. At the top of all is a Parsee tomb lately reared; on its declivity towards the sea is the remains of a stupendous pagoda near a tank of fresh water (Walkeshwar), which the Malabars visited it mostly for. Thus have we completed our rounds, being in circumference twenty miles, the length eight, taking in Old Woman's Island, which is a little low, barren island, of no other profit but to keep the Company's antelopes and beasts of delight." The citadel and fort of Bombay here spoken of, include only Bombay Castle, and perhaps Fort George, as may be seen from a sketch in Ovington's *Voyage to Surat*. The town extended over the area afterwards enclosed within the more extensive fortifications

which gave its name to the modern Fort, and which were pulled down in 1863. This town lay along the eastern face of the island from Boree Bunder to the southern extremity of Bombay proper then known as Mendam's Point. The site of this Point, where was the first English burying-ground, was close to the present Cooperage and Bandstand on the Esplanade, the sea having within living memory flowed across here from Back Bay to Bombay harbour before the construction of the causeway to Colaba and the reclamation of part of the foreshore of Back Bay. The field where the buffaloes grazed is the eastern part of the present Esplanade; and there were no houses apparently beyond the limits of the present Fort—except the fishermen's dwelling-places on Dungaree Hill (now Nowrojee), overlooking the harbour, and the toddy drawers' huts on the west in the cocoanut groves—all the way up to Mazagon. The cocoanut plantations not only stretched along the shore as they do now, from Back Bay to Mahaluxmee, but covered a great part of the area of the present native town and Esplanade. Between Mahaluxmee and Worlee the sea poured in across what are now the Flats, submerging the land up to Paydhonee[1] at the southern end of the Parell road. The sea, again, flowed past Mahim and Sion into Bombay harbour, drowning land which has since been reclaimed by the construction of the solid causeway (built by Governor Duncan in 1805) and the railway embankment between Sion and Coorla on the island of Salsette. From Parell and Mazagon southwards, in fact, Bombay must have then consisted of a narrow ridge or spit of rock which broadened out again into a plain about three miles across and four long, where it was sheltered from the sea by Malabar Hill. The construction (in Governor Hornby's time, 1771 to 1784) of the vellard closing the main breach of the sea, from Mahaluxmee to Lovegrove, made a great change in the appearance of the island by rescuing the Flats from being flooded with salt

[1] "Feet-washing place," so called because at this, the last stream on entering Bombay, travellers washed their feet.

water.[1] The population had by that time greatly outgrown the limits of the Fort, and the eastern portion of the native town was already built over; but it is only within this century, since the great fire of 1803 in the Fort, that the Flats have been extensively built over. The surface of the occupied ground has been raised, and is now tolerably well drained; but a great part of the area is still below the level at which the rain runs off in the monsoon, and is flooded for four months during the rainy season of the year. The island has been extended in other directions, towards the harbour and Back Bay, by the reclamation of the foreshores, and it is now not inaptly compared to a saucer or shallow rocky basin filled with sand, and protected against the encroachments of the sea by hills and embankments.

The unhealthiness of Bombay 200 years ago.

This settlement of rock, swamps, and jungle seems to have been a perfect charnel-house for the English two centuries ago. Mr. Ovington proposed that "as the ancients gave the epithet of Fortunate to some islands in the West, because of their delightfulness and health, so the moderns may, in opposition to them, denominate Bombay the Unfortunate one in the East, because of the antipathy it bears to those two qualities." And certainly the account he gives of the place would justify the epithet. There was very little corn or cattle in the island, but what was imported from the adjacent country, "and those not in

[1] There is rather an amusing anecdote about this Hornby or Breach Candy vellard. Governor Hornby (who appears to have been possessed of unusual energy and determination), perceiving that the first step towards improving the sanitary condition of Bombay was to shut out the sea at Breach Candy, fought hard throughout his term of office to obtain from the Court of Directors permission to execute this work at a cost of about a lakh of rupees. The Directors refused steadily to sanction such an extravagance. At last Governor Hornby, having only about 18 months more to serve, commenced the work without sanction, knowing full well that he could finish it before the Court of Directors could possibly interfere. Accordingly, about the time the vellard was finished, Governor Hornby, opening with his own hand the despatches, found an order for his suspension, which, his term of office being nearly expired, he put in his pocket, until he had finally handed over charge to his successor. The Honourable Court of Directors were excessively irate, and an order came out which, we believe, has ever since been in force, that the governor should never open the despatches in future, but that they should first be perused by one of the secretaries to Government.

great plenty, nor of very good growth; so that a present of a sheep or two from Surat was an acceptable present to the best man in Bombay." "And the unhealthiness of the water bears a just proportion to the scarcity and meanness of the diet." "The prodigious growth of vermin and of venomous creatures, at the time of the *Mussoons*, do abundantly likewise demonstrate the malignant corruption of the air, and the natural cause of its direful effects upon the Europeans; for spiders here increase their bulk to the largeness of a man's thumb, and toads are of a not much less size than a small duck." One gentleman affirmed, in the Governor's and Mr. Ovington's presence, that "he believed it rained frogs, because he espied upon his hat small frogs when he was at a great distance from any house whence they might drop." "All wounds and contusions in the flesh are likewise very rarely healed here." It is still the case that flesh wounds and sores are healed with the greatest difficulty in Bombay. "But the corruption of the air has a more visible and immediate effect upon young English infants, so that not one of twenty of them live to maturity, or even beyond their infant days." "The common fatality has, indeed, created a proverb among the English here, that *two Mussoons are the age of a man.*" This picture may be painted with two sombre colours, for, as we have said, Mr. Ovington only saw Bombay during the worst season of the year; and he was so horrified at his experience of the island that he refused the governor's entreaties to stay here, and sailed away to Surat. All his diseases left him during the voyage, "in the middle of which passage we manifestly perceived in our bodies an evident alteration and change of air for the best, as our palates could distinguish between the taste of wine and that of water." Some of these complaints are manifestly prompted by a sick man's irritable fancy; but other travellers speak in much the same way. Fryer declares it to be his opinion that, of every five hundred Europeans who came to live on the island, not one hundred left it, and he enumerates a formidable list of prevalent diseases—fluxes, dropsy, scurvy, barbiers or loss of the

use of hands and feet, gout, stone, malignant and putrid fevers. But "the disease which was especially fatal in Bombay was called by the Portuguese practitioners of medicine 'the Chinese death,' or cholic, and its symptoms were precisely those of cholera morbus" (Anderson's *English in Western India*). Malaria, intemperance, bad drinking water, and want of care in attending to the sick, were the causes of so many deaths. Bombay is now considered a very healthy place for Europeans, but the bad name the place got and maintained for fully a century could not have been undeserved, or we should have had by this time a larger resident European population in a city which has been for two hundred and twenty-seven years an English possession.

Early Enemies of the English at Bombay.

In addition to the discouragement created by the unhealthiness of the place, the early English settlers in Bombay had powerful enemies to contend against. At the beginning of the sixteenth century, when the Portuguese first made their appearance in India, the country was said to be divided among five powerful kings, the Mussulman Sultans of Delhi, Cambay, and the Deccan, the Hindoo Raja of Narsinga (Beejanuggur), and the (Hindoo) Zamorin of Calicut; each of these monarchs having numerous tributary princes under him. In the course of the sixteenth century, the Moguls, who invaded Northern India under Baber about the time when Albuquerque was establishing the supremacy of Portugal in place of that of the Zamorin on the Malabar Coast, subdued the provinces extending from the Himalayas southwards to the Nerbudda, and began their attempts to conquer the Deccan. The great Bahminee dynasty of the Deccan came to an end during the same century, and its dominions were broken up into five Mussulman kingdoms—those of Beejapore, Ahmednuggur, Golconda, Beder, and Berar. The princes of these states in 1565 defeated Ram Raja, the sovereign of Beejanuggur, in a great battle, thus destroying the only great Hindoo kingdom left in India. The first half of the seventeenth century was marked by the still growing ascendancy of the Moguls, whose empire was constantly extended southwards till it attained, in the reign of Shah Jehan

(1627-1658), an unparalleled degree of greatness and splendour. The Sultans of Golconda and Beejapore, however, still preserved their independence when the English settled at Bombay ; and the long and desolating struggle maintained by Shah Jehan and his successor, Aurungzebe, to bring these kingdoms into subjection to the imperial throne of Delhi became in the end as ruinous to the Mogul dynasty itself as the war in Spain was to the first Napoleon. Sivajee Bhonslay (born May 1627), a Mahratta noble in the service of the Sultan of Beejapore, noting the suicidal dissensions of the Mussulman rulers of India, conceived the design of so turning these to account as to set his country free. His first followers were the Mawulees, the hardy peasantry inhabiting the hills and valleys into which the elevated table-land of the Deccan breaks as it approaches from the eastward the verge of the Syhadree mountain range, or Western Ghauts, at the base of which, three thousand feet below, the tract of country called the Concan extends to the sea. He soon made himself famous by daring feats of arms which are celebrated in popular songs sung to this day throughout Maharashtra. His early exploits in the capture of strong hill forts remind the reader of Scott's *Tales of a Grandfather* of the deeds of Robert Bruce and his companions in arms, the Black Douglas and Randolph ; and the treacherous murder by Sivajee (in 1659) of Afzool Khan, the Beejapore general, who had been sent against him and whom he entrapped into a private interview and slew with a *wagnuck*,[1] had as important political results as followed the murder of John Comyn in the cloisters of Grey Friars' Church at Dumfries. Sivajee—who had up to this time encroached impartially on the territories of the Emperor and the Sultan of Beejapore, "carefully avoiding an irreparable breach with either power, following up the most audacious acts of plunder with apologies and applications for pardon, and thus extending his possessions, amass-

The Mahrattas.

[1] The wagnuck or tiger's claws is a small steel instrument, made to fit on the fore and little fingers. It has three crooked blades, which are easily concealed in a half-closed hand. (*Grant Duff.*)

ing vast riches, and accustoming the people to look on him as their head in what they began to regard as an established national system of plundering their Mahomedan rulers," (*Early History of the Bhonslays of Satara*, by H. B. E. Frere)—now boldly asserted his independence, and organized an army and a civil administration. His military force henceforth consisted mainly of cavalry, small men on wiry horses, who required no other food than a few handfuls of dried grain, and his tactics were to avoid great battles in which the superior strengh and discipline of the heavily armed Mahomedans gave them the advantage, and, by the activity and celerity of his marches, to keep the whole country in alarm, and plunder rich cities and districts bofore the slow-moving imperialists could interpose to protect them. The sympathies of the people were everywhere with him, because he protected "cows, cultivators, and women," and made wealthy traders his chief victims. Having made himself master of the chief districts in the Southern Mahratta country and the Southern Concan, he "turned his arms northwards against the imperial districts, and advanced as far as Surat, which he plundered (Jan. 5, 1664), and, on his return to Raigur, assumed the title of raja, and coined money in his own name" (Frere). After many vicissitudes of fortune, his dexterity and daring finally gave him possession of all Western India, including most part of the coast, from the Nurbadda river to the Kistna, and on 6th June 1674 he "was enthroned at Raigur;" on which occasion he had himself weighed against gold, which he distributed among the Brahmins, to whom, unfortunately for his own descendants, he committed the whole government of the Mahratta nation. "In 1675 the Mahrattas, for the first time, crossed the Nurbudda," the proper northern boundary of their race.

This brief sketch of the condition of India in the middle of the seventeenth century shows that the English at Bombay were confronted with three great powers—the Moguls, or Imperialists, whose empire, still strong in appearance and great in prestige, was already beginning to decay; the Mahrattas, rendered formidable by the genius of their leader; and the Portuguese, then at the height

of their renown. The English at Surat had established a tolerably good understanding with the Mahomedan governors of the western provinces of the Mogul empire, and this they improved by the successful defence of their factories against Sivajee; but, as the Mahratta empire grew in strength, they soon found it necessary to come to terms with a power which commanded the principal passes into the Deccan and Southern India, and could also do much injury to the trade from Guzerat to the states of Central and Northern India. Sivajee, however, and his immediate successors attempted nothing against Bombay, though Angria and the Malabar pirates may be said to have plundered in their name. Indeed, the Mahrattas helped to counteract the designs of a far more mischievous enemy, the Portuguese, who occupied

The Portuguese.

the islands of Salsette and Caranja, and, from their forts on the latter island and at Tanna and Bandora, "obstructed the entrance of provisions, and created every obstacle to the trade of the island." Being in possession of the fruitful districts of the mainland opposite Bombay the Mahrattas were glad to send provisions across the harbour in exchange for munitions of war and other foreign goods; and thus the English garrison was saved from being starved out. So early as 1675, the East India Company presented a memorial to King Charles II., praying for redress and retaliation on the Portuguese. The Company alleged that they had spent £70,000 in strengthening the defences of the island, and they complained that the Portuguese still failed to fulfil the terms of the original treaty, and injured English trade by levying dues on the Company's boats and goods. The king directed the Company to refuse payment of these dues, and the quarrel lingered on till the Portuguese found an ally against the English in the Seedee or Hubshee of Jinjeera, a petty state a few miles down the coast. The Seedee,

The Seedee.

one of the Abyssinians whom the Mussulman princes were fond of importing into India to fight their battles on land and at sea, held the appointment of Admiral to the Great Mogul. He was constantly

engaged in warfare with the Mahrattas; and when they seized and fortified the little island of Kennery, on which there is now a lighthouse, at the mouth of Bombay harbour, in order to command the entrance, he fortified the neighbouring islet of Kennery. The English took neither side in this contest, but the Seedee became embittered against them because they forbade him, for fear of retaliations by the Mahrattas, to sell as slaves at Mazagon and Bombay the people he carried off from the districts across the harbour in his various plundering incursions. The Seedee treated this prohibition with the greatest insolence, and, being commissioned by Aurungzebe to punish the English for the depredations of Captain Kydd and other English pirates on native commerce, he wintered two or three seasons at Mazagon, and in 1688-9 besieged Bombay Castle. The English were not strong enough to drive him out of the island, but they induced the emperor to issue an order to him to withdraw his forces, and they then obtained some compensation for their losses by seizing all the lands and houses of the Portuguese at Parell, Mahim, and elsewhere in the island, on the plea that the Portuguese had aided and abetted the invasion. This was the greatest danger the settlement ever encountered. The Portuguese, still more embittered against the English by the result of the Seedee's expedition, continued their efforts to do mischief to Bombay, but they could effect nothing. In 1716 Mr. Boone, the Governor of the island, found himself strong enough to demand the cession of the customs dues collected at Bandora and "the opening of the pass at Tanna" to English trade. The Portuguese, in retaliation, joined with the Mahratta pirate, Angria, in 1721, sheltered and succoured him, and began to refuse to pay dues at Mahim. The English persisting in their claim to the complete control of the "Mahim river" or creek, the Portuguese, in 1722, commenced hostilities by firing on the fort of Mahim and on some English boats. They also built a battery at Coorla, which the English demolished. The end of this petty warfare was that, through the interference of the English government, the Portuguese Viceroy at Goa was in-

structed to dismiss the captain-general at Bassein, who had been the worst enemy of the English, and soon afterwards the Portuguese, unable to hold their ground against the constantly growing power of the Mahrattas, ceased to be capable of giving further annoyance. With these foreign foes to fight against, the English, cooped up in their little island, for a long time could make but small headway; but they understood the real value and capabilities of Bombay, and clung to it, while Mahrattas, Moguls, and Portuguese succeeded in ruining one another. At Bombay the English were their own masters, which they could not be said to be at Surat, where the settlement was at the mercy of the Mogul governor, who on several occasions plundered and imprisoned the Company's officers: and so early as 1686 orders were sent out to transfer the seat of government in Western India from Surat to Bombay, which, Bantam having been conquered by the Dutch, was declared to be "the seat of the power and trade of the English nation in the East Indies." The Dutch had at one time sent a fleet to take possession of Bombay, but found the fort too strongly guarded for them to attempt anything against it.

Superiority of Bombay as English head-quarters recognized 1686.

While engaged in defending itself against so many foreign enemies, the island still made some progress in its home affairs. A mint and post office were established in 1686, the military force was increased, and the revenue put on a better footing; a tax of one rupee per annum being levied on each shopkeeper in addition to duties on ships and fishing boats.

Domestic dissensions, however (Keigwin, who commanded the troops, having at one time mutinied and taken possession of the island, holding it for three years, while the quarrels of the old and new East India Companies about the trade threw the settlement into a state of anarchy), checked for many years the progress of Bombay. Finally, in 1708, the two companies were fused into the United East India Company, and three

Bombay created an independent Presidency (1708).

presidencies ruled by governors in council were created—those of Calcutta, Madras, and Bombay—each of which was declared absolute within its own limits, and remained independent of the others till the appointment of a governor-general for all India in 1773.

Bombay's first offensive War. Expeditions against Angria.

It was not, however, till the middle of the eighteenth century, that Bombay began to emerge from obscurity, and to become something better than a foreign settlement, maintaining a precarious existence in the midst of a host of avowed and secret enemies. The first incident in its history that brings out clearly the rising political and military importance of the place in the successful attack made by Admiral Watson and Colonel Clive in 1756—the year before the battle of Plassey—on the principal stronghold of Angria, the Mahratta chief of Colaba. This Angria had succeeded to the power at sea formerly enjoyed by the Seedee, who, owing to the decay of the Mogul empire, was now left to his own resources, and could do little more than defend his island fortress of Jinjeera, which the Mahrattas regularly besieged almost every year, but never succeeded in taking. Kanhojee Angria, commanding the Mahratta fleet, had made himself formidable before the end of the 17th century by his activity as a pirate. "Vessels of all nations were attacked; repeated descents were made along the coast, and few of the defenceless mercantile towns, from Travancore to Bombay, escaped a visit from these depredators." Angria's chief rendezvous was the greater Colaba, an island off Alibag, a little to the south of Bombay, and he held the districts of the Concan as far south nearly as Vingorla, his chief forts being Severndroog and Gheriah or Viziadroog. "For a time Angria refrained from molesting the English; but, in consequence of his taking the ship 'Success,' under British colours, war was declared against him in 1717." The English and Portuguese, after a time, made common cause against him; but he continued for many years to deride their efforts, and a joint expedition, undertaken against him was unsuccessful. But in 1755 Governor Bourchier of Bombay had contracted intimate relations with the Peshwa Ballajee

Bajee Rao, who had now established the hereditary authority of the Peshwas, the prime ministers of the Mahratta rajas, throughout Maharashtra, and had confined the nominal raja, the descendant of Sivajee, in the fortress of Sattara. Ballajee had a high opinion of the English, and he entered into an alliance with them to reduce Surat, and to attack Toolajee Kanhojee Angria, who held the southern portion of the territory first acquired by his father Kanhojee, and who refused to pay allegiance to the Peshwa. Commodore James,

The Bombay Marine.

of the Bombay Marine, sailed on March 22, 1756, to attack Severndroog, with an expedition consisting of a 44-gun ship, a ketch of 16 guns, and two bomb vessels. "A wanton delay on the part of the Mahratta fleet enabled Angria's vessels at Severndroog (the present port of Hurnee, 70 miles south of Bombay) to avoid the English ships. Commodore James, after a fruitless chase as far as Jyegurh, returned to Severndroog, where he commenced operations on the 2nd April, stood close under the fortifications, and by noon of the fourth day, from the commencement of the attack, was in possession of the four distinct forts of which Severndroog consists, without the loss of a man: an achievement, which from the previous idea entertained of the pirate Angria, and the strength of the fortifications, was matter of surprise even to those who accomplished it. The whole success was justly attributed to the vigour and judgment of Commodore James, and the resolution of his handful of troops and sailors. The Peshwa's fleet never ventured within gun-shot;" and it is tolerably clear that the sympathy of the Mahrattas was really with Angria rather than the Peshwa. Commodore James returned to Bombay in May, where, after the rains, Admiral Watson arrived with some of the king's ships. About the same time Clive

Clive and Watson's Expedition against Gheriah (Viziadroog).

came to Bombay on his way out from England, for the purpose of joining the Mahrattas in a war against the French and their allies in the Deccan, but, before his arrival, the governors of Madras and Pondicherry had agreed

that both French and English should cease to take part in wars between native princes. The Government of Bombay, therefore, refused to let the force the Directors had placed under Clive's command—three companies of royal artillery and 300 infantry—do anything to break this convention; "so that," says Malcolm, "Clive lost the opportunity of opposing the celebrated Bussy on the plains of the Deccan." Admiral Watson was lying at Bombay when Clive arrived; and the opportunity was thought an excellent one for employing the means which accident had left disposable to punish the pirate Angria by an attack on Gheriah, one of his strongholds, which lies a little more than two degrees south of Bombay, and which derived its strength from the reputed courage of its defenders, and from its site upon a rocky promontory almost surrounded by the sea. The expedition was undertaken in concert with the Mahrattas; but, suspicions being entertained that the latter were in communication with Angria, operations were precipitated so as to preclude them from all share in the enterprise. The admiral having attacked and burnt the fleet of the pirate, Clive interposed his force on the land side between the fort and the Mahratta general, who had hastened to cooperate. The fort soon fell (February 13, 1756), and the booty, about ten lacs of rupees, was divided by the British forces, without admitting their allies to any participation (Malcolm's *Life of Clive*). According to Grant Duff, the expedition consisted of three ships of the line, one ship of 50, and another of 44 guns, with several armed vessels, amounting in all to fourteen sail, and having on board 800 European soldiers and 1,000 native infantry. Thus was the most dangerous enemy to the English in Bombay at last reduced to a state of harmlessness. It is singular that this remarkable event should be connected with the great name of Clive. Already, by his brilliant defence of Arcot, Clive had established the superiority in arms of the English over the French in Southern India; he now taught the Government of Bombay their own strength against the country powers by successfully carrying out a bold offensive enterprise, and it was

reserved for him in the following year to found a new empire in Bengal. To Clive's successes, then, Bombay, like her sister cities of Madras and Calcutta, may trace the origin of her present political greatness.

Acquisition by the English of Bankote, the first territory gained by them in the Mahratta country.

The Fort of Gheriah or Viziadroog was surrendered to the Peshwa, according to the terms agreed upon before the expedition under Clive and Watson set sail; but the English, who had tried to induce the Peshwa to let them keep Gheriah, obtained in exchange for it the cession of Bankote [1] and several other villages on the main land to the south of Bombay, with a pledge that "the Mahratta government would never permit the Dutch to settle or come into their dominions, but would, on the contrary, issue express orders to prevent their carrying on any trade therein." As the French never got a footing on this side of India, this treaty of 1756, coupled with the decay of the Portuguese power, assured to the English the supremacy they had so long contested with other European nations.

Clive's disdainful treatment of the Mahrattas.

Clive seems in this transaction to have treated the Mahrattas very cavalierly, but his suspicions of treachery on their part were probably well-founded, for, although there had up to this time been almost uniform friendship between the Mahrattas and the English at Bombay, it is not likely that the former entered cordially into the scheme for destroying the power of Toolajee Angria. Grant Duff, in his History of the Mahrattas, accuses the English of acting with bad faith; but the general remark of the same historian—that "all the states in India were inimical to Europeans of every nation, and, even when bound down by treaties, they were at best but faithless friends, whose jealousy, no less than their prejudice, would have prompted them to extirpate the foreigners"—applies to this among other expeditions. It is

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[1] Orme mentions the interesting fact that "the country about Bankote being subject to the Seedee, is inhabited by Mahommedans, who contribute to supply Bombay with beeves, which is very difficult to procure in other parts of the coast, as they are under the jurisdiction of princes of the strictest caste of the Indian religion, who worship the cow, and regard the killing of that animal as the greatest of crimes."

on record that the Mahratta general tried to bribe English officers to delay operations, or at least to let some of his men pass through Clive's lines into the fort, and we may well believe, therefore, that these allies meditated treachery. On the other hand, it must be admitted that the morality of the English in those days, and notably of Clive himself, allowed them to feel no scruple in attacking the natives with their own favourite weapon of chicane. It shows, however, the rising confidence of the English in their own strength that they could already afford to treat with scant courtesy a people then at the height of their reputation. In 1756, five years before the flower of the Mahratta nation were cut off and the dream of founding a Hindoo empire on the ruins of that of the Moguls was dissipated on the fatal field of Paniput (fought on January 7, 1761)—where Ahmed Shah Abdallee routed the Mahratta army under Sedasheo Rao Bhow with a slaughter of 200,000 men—the horde of "imperial banditti," as Sir T. Munro called the Mahrattas, were masters of all India from the Carnatic as far north as Agra and Delhi. The states of Holkar, Scindia, the Raja of Berar and the Gaekwar had been created; and the Mahratta confederacy seemed to be destined to drive out the foreigners and make India for the first time for many centuries independent. To come nearer home, the Mahrattas had recently driven the Portuguese out of Salsette and Bassein, and thus become the immediate and formidable neighbours of the English at Bombay. The Portuguese had provoked the war in 1737 by interfering in Angria's Colaba, where they supported one brother against another who was upheld by the Peshwa. The Mahrattas invaded Salsette, taking Ghorebunder, opposite Bassein, by surprise, captured Tanna, the fortifications there being unfinished, and Caranja, an island fort in the harbour of Bombay, and were only repulsed in an attack on Bandora because the English, alarmed at their progress, had sent a

Their power in 1756.

Their conquest of Salsette and capture of the Portuguese city of Bassein.

reinforcement to aid the Portuguese. It appears certain, however, that at the same time the English sold the Mahrattas powder and shot for the defence of Tanna, which the Portuguese vainly attempted to recover. On the 17th of February 1739 Bassein was invested by a force under Chimnajee Appa, brother of the Peshwa Bajee Rao. "The commandant represented with humility that he was willing to pay the Mahratta tribute, and that the Portuguese asked no more than the terms granted to the Seedee of Jinjeera. But he was mistaken in supposing that such a tone would avert the attack of a victorious Brahmin. Chimnajee was unwilling to relinquish the capture of an important fortress which would secure his conquests, and without which the Portuguese had a key which opened a passage to the recovery, not only of what they had lost, but to the whole Concan from the Ghauts to the sea, and from Damaun to Bombay; therefore, although the mandate from his brother was urgent, he determined to secure Bassein. Aware of the risk to which he exposed himself by the chance of discomfiture, during the whole of March and April, he pressed the siege by every possible exertion. Numbers were daily killed in his batteries and trenches, where shells and huge stones, thrown from mortars, did terrible execution. The numerous guns of the besieged were at last silenced, and a breach had been effected in one of the curtains, but it was not yet practicable. The mines of the besiegers were repeatedly counteracted; at length five were prepared, but so unskilfully, that the first only partially exploded, and of three mines close together, intended to be fired at once, two only went off. These, however, made a very large breach, which the Mahratta troops resolutely and promptly mounted, when the remaining mine, having caught fire, blew hundreds of the assailants in the air. The Portuguese flung a quantity of hand grenades amongst the crowds in the rear, whilst they plied those who had ascended with musketry, and drove them back with much slaughter. The defences were repaired with alacrity, the besiegers returned to the attack, but, before attempting an assault at the former breach, the remaining mine under the tower of St. Sebastian, which had been con-

structed under the superintendence of Mulhar Rao Holkar, was fired: half the bastion was brought to the ground, and the assailants, after losing two of their colours, at last effected a lodgment. The besieged, however, although forty of their number were killed, and upwards of one hundred and thirty wounded at the breach of St. Sebastian, disputed every inch of ground, threw up a retrenchment on gabions, and mounted fresh guns, from which they kept up an incessant fire. At last, worn out by fatigue, and distressed for want of provisions, the sea face being blockaded by Mannajee Angria, they sent offers of capitulation, which were accepted on the 16th of May, and eight days were allowed to embark their private property and families. The Portuguese lost, in killed and wounded, according to the Mahratta account, eight hundred men, whilst Chimnajee Appa acknowledges his own loss at upward of five thousand, from the commencement to the end of this remarkable siege: the most vigorous ever prosecuted by Mahrattas. The Portuguese only enumerate their loss at the last breach. The capitulation was made by Captain de Souza Pereira, the same officer who before defended Tanna, Silveira de Menezes, the Commanding officer, having been killed during one of the assaults." But, as Orme said of the Portuguese, "the sword of their ancient valour had long cankered in its spoils." They had, even at the end of the 17th century, ceased to act offensively against the country powers, after an expedition under the Viceroy of Goa had been forced to retreat with loss of artillery and baggage by Sivajee; and the capture of Bassein, therefore, freed Bombay from a commercial rival without making the English afraid of what the Mahrattas might do against them.

In 1761 a treaty, much more imperative in tone than that of 1756, was concluded by the English with the Peshwa Madharao, binding the latter to make reparation, or allow the English to take it for outrages on country craft carrying the English flag, to give up deserters, to abandon the claim to the full possession of all wrecks on the Mahratta coast, and to cease hostilities against the Seedee of Jinjeera, who had now become the humble ally of the

Bombay Government. A few years afterwards Governor Hornby and Council attempted something much more enterprising than the reduction of forts and petty states along the sea coast. On the death of Madharao Peshwa, his uncle Raghunath Rao or Ragoba usurped the throne, but, being driven from Poona, the capital of the Peshwas,[1] by a party formed in favour of the succession of a posthumous son of Madharao, he bought the help of the Bombay Government to replace him on the throne by offering to cede to the English, Broach in Guzerat, Jambooseer and Orpad, Bassein and all its dependencies, "the whole and entire island of Salsette," and the islands of Caranja, Kenery, Elephanta, and Hog Island in Bombay harbour. Here at last, it seemed to Mr. Hornby, was the opportunity so long desired, of acquiring for Bombay the dominion of all the neighbouring islands. A Resident had, we learn from Grant Duff, previously been sent by the Court of Directors to Poona to obtain from the Peshwa "possession of the island of Salsette, the port of Bassein, and the small islands of Kennery, Hog Island, Elephanta, and Caranja. The advantage of these islands was justly considered of great importance, in order to preclude other nations from having access to the spacious and excellent harbour of Bombay, by far the most commodious port in India. It was already celebrated for its dockyard, and was well adapted to become the mart, not only for the supply of the interior of Western India, but the emporium of the trade with China, the coasts of Persia, Arabia, and the Red Sea. The occupation of Salsette likewise secured the principal inlet to the Mahratta country, for woollens and other staples of England, which are said to have been at that time supplied, to the amount of fourteen lakhs of rupees annually. The expenses of the Bombay establishment far exceeded the receipts, and it was hoped that by the possession of those places, and the Mahratta share of the revenue of Surat, the balance would be nearly equal."

The First Mahratta War.

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[1] Grant Duff says Poona became the capital of the Mahrattas in 1750, when the supreme authority of the Peshwa was generally admitted.

As no progress had been made with these negotiations, a treaty of alliance with Ragoba was speedily signed, and the English began (1774) the first Mahratta war. Tanna was taken by storm, and the garrison put to the sword, and all Salsette and the smaller islands were occupied. The Governor-General, however, Warren Hastings, disapproved of the Bombay treaty ; and his agent, Colonel Upton, signed at Poorundhur in 1776 a treaty with the Mahratta Government, annulling all engagements with Ragoba, on condition that the English were not disturbed in the possession of Broach (captured by assault, after hard fighting, in 1772), Salsette, Caranja, Elephanta, and Hog Island. Bassein remained in the hands of the Mahrattas. Disputes soon arose about the execution of this treaty, and in 1778 Governor Hornby made a fresh treaty with Ragoba, stipulating for the cession of Bassein and Kennery as well as the other islands, and promising to assist him with a force of 4,000 men. In all these treaties the exclusion of the French from the Mahratta territories was one of the stipulations; the Peshwa as well as the English Government having been alarmed by Bussy's successes in the Deccan.

Policy of the Government of Bombay.

Governor Hornby, a sagacious and far-seeing man, has explained his policy towards the Mahrattas in a minute of the 10th of October 1777, quoted by Grant Duff. "Mahratta affairs," he remarks, "are fast verging to a period which must compel the English nation either to take some active and decisive part in them, or relinquish for ever all hopes of bettering their own situation in the west of India." The Bengal Government was now better informed on this subject ; and Warren Hastings, overruling the jealous impatience shown by Mr. Francis and Sir Eyre Coote of the independent action of Bombay, sanctioned the new treaty with Ragoba, and despatched a force of six battalions of Bengal sepoys under Colonel Goddard across India to take part in the campaign. But the Bombay Government, without waiting for the arrival of this force, formed a separate expedition under Colonel Egerton, an officer

Second Mahratta War.

"infirm in health and totally unacquainted with India," to place Ragoba in power at Poona. The expedition, consisting of 3,900 men, of whom 591 were Europeans and 500 gun lascars, crossed Bombay harbour to Panwell in November 1778, and marched thence with many delays to Campoolee at the foot of the Bhore Ghaut. Ascending the Ghaut, the force reached Khandalla on the 23rd of December, and was formed into three divisions, which "advanced alternately at the rate of about three-quarters of a mile daily," so that the army took eleven days to march from Khandalla to Karlee, a distance of eight miles. The Mahrattas, encouraged by this appearance of timidity, drew near and harassed the English advance; and Colonel Egerton, on reaching Tullygaum, within 20 miles of Poona, found that the enemy's horse had cut off the communication with Bombay. He and Mr. Carnac (a member of the Bombay Council who had accompanied the force) then determined to retreat. The heavy guns were thrown into a tank and some stores destroyed, and the army, under Colonel Cockburn, to whom Colonel Egerton, being ill, had yielded the command, fell back to Wurgaum. Here it was attacked by 50,000 Mahrattas, and lost 350 men, including 15 European officers; and, though the enemy was beaten off, Mr. Carnac and the colonels thought it hopeless to attempt a further retreat, and commenced negotiations which ended in the disgraceful convention of Wurgaum. By this convention it was agreed that the English should give up Broach and the islands about Bombay and abandon Ragoba's cause, on condition of getting a free passage for their troops to Bombay. This was the greatest humiliation ever suffered by the British arms in Western India. One bright feature in the campaign is the conduct of Captain (afterwards Major General) Hartley, who commanded the sepoys of the reserve. Stimulated by his example, these troops resisted the attacks of the enemy so firmly that Madhajee Sindia,

Expedition under Colonel Egerton ascends the Bhore Ghaut.

Is defeated and concludes the disgraceful convention of Wurgaum.

who was leagued with the Peshwa, compared the rear guard to a red wall, "which was no sooner beaten down, than it was instantly built up again." The Bombay Government repudiated the convention, and dismissed Mr. Carnac and Colonels Egerton and Cockburn from the service. General Goddard, who had reached Hoshungabad, when he heard the news, marched straight on to Surat, a distance of 300 miles, through Mahratta territory, with the utmost expedition; and Futteh Sing Gaekwar having been forced to form an offensive and defensive alliance with the English, General Goddard attacked and took by storm the fortified city of Ahmedabad, then held for the Peshwa, and gained some successes over Scindia's army in Guzerat. In 1781, the English having, in the previous season, seized Callian, on the main land of the Concan, General Goddard was ordered to besiege Bassein.

The English under General Goddard besiege and take Bassein.

"The European part of his army was sent down to Salsette by sea, the battering train was prepared in Bombay, and the sepoys were to march by land. Early in October the whole of the disposable force at Bombay and in the neighbourhood, consisting of five battalions, were placed under the command of Lieutenant-Colonel Hartley, who was instructed to drive out the enemy's posts, and cover as much of the Concan as possible, so as to enable the agents of the Bombay Government to collect a part of the revenues, and secure the rice harvest, which is gathered at the close of the rains. There is perhaps no part of Mr. Hornby's minute more expressive of the distress under which that Government laboured, than that where, alluding to the field force they were preparing, he observes, 'Our troops will better bear running in arrears when employed on active service, and subsisting in the enemy's country,' for it is a principle with the British Government and its officers in India, than which nothing has more tended to the national success, always to consider the peasantry under their strictest protection." Colonel Hartley fought a spirited action and drove the enemy out of the Concan for a time, and then covered with his force the siege of Bassein;

against which place General Goddard had opened regular approaches from the north. The Mahrattas, in great force, again invaded the Concan, and attacked the covering army; but Hartley defeated them with great loss, and Bassein surrendered on the 11th December 1781. The policy of the Governor-General was now to make peace with the Mahrattas in order to detach them from the confederacy Hyder Ali of Mysore was trying to form among all the native powers of India against the English, and to turn the whole English strength against Hyder. General Goddard was accordingly directed to offer terms to the Court at Poona, while Scindia was vigorously attacked in his own dominions by another division under Colonel Carnac. In the hope of bringing negotiations with the Peshwa more quickly to a conclusion, General Goddard advanced with a force of 6,152 men, including 600 Europeans, to the village of Campoolee, at the foot of the Bhore Ghaut, where he halted his army, sending an advance guard up the pass to Khandalla. Nana Furnavese, the celebrated Mahratta minister, who during the minority of the Peshwa directed the Mahratta administration, directed his army, under the command of Hurry Punt and Tookajee Holkar, to march towards Khandalla from Poona, and sent down a strong detachment into the Concan to harass Goddard's army and obstruct the communications with Bombay. The rugged and difficult country between Panwell and Campoolee favoured these tactics. "Although the road was the best in the country, it was a mere pathway through a tract exceedingly rugged, full of deep ravines and dells, strong jungles on the right and left, and frequently high rocks and precipices within musket shot on both sides." Parties escorting convoys from Bombay only reached Campoolee after fighting desperately the whole way; and as the rainy season was approaching, General Goddard determined to retreat. No sooner did he move than the whole Mahratta army poured down into the Concan, and it was

Goddard advances to the foot of the Bhore Ghaut.

only after four days of constant fighting that the army made its way to Panwell. "On this retreat, which the Mahrattas consider one of their most signal victories, General Goddard's army sustained a heavy loss of 466 in killed and wounded, of whom 18 were European officers." The Mahrattas claim to have taken one gun, several tumbrils, and a great part of the baggage; but their own loss in men and horses was very heavy.

Is forced to retreat with heavy loss.

The English force encamped at Callian for the monsoon; and fighting was not renewed in the fair season. In May 1782 the Treaty of Salbye was made with the Mahrattas. By this treaty the English at last gained permanent possession of Salsette, Elephanta, Caranja, and Hog Island, but gave back Bassein and all their conquests in Guzerat to the Peshwa, and made over Broach to Scindia. The Mahrattas on their part agreed to become allies of the English against Mysore, and the Peshwa pledged himself to hold no intercourse with Europeans of any other nation. The cause of Ragoba was definitively abandoned by the English, and he became a pensioner of the Peshwa. The treaty was a good stroke of imperial policy, for it set the English free to deal with Hyder Ali separately; but in spite of some brilliant feats of arms performed in Guzerat, the Concan, and Central India, it cannot be said that the reputation of the British arms had been raised by a war in which they had suffered two such reverses as the capitulation of Wurgaum and the retreat of General Goddard. These disasters were plainly due to the incompetency and want of enterprise of the officers in command, who systematically overrated the strength of the enemy, though the Mahrattas were always beaten easily when there was any actual fighting. There was safety in aggression, but none in retreat before an enemy quickly elated by any sign of discouragement among their adversaries; and, had some of the brave young officers who chafed at Colonel Egerton's

Peace made with the Mahrattas by Treaty of Salbye (1782).

irresolution been in command at Tullygaum, the British force would have entered Poona as conquerors instead of being sent back in disgrace to Bombay. These campaigns are open, in fact, to the same sort of criticism which Sir Arthur Wellesley wrote thirty years afterwards on Colonel Monson's retreat before Holkar, in a masterly letter which Sir R. Peel said was the best military letter he had ever read, and which decided Sir Charles Napier, as he stated after the battle of Meanee, "never to retire before an Indian army."

English outposts advanced to Tanna (1782).

The English outposts were now, a hundred and twenty years after the cession of Bombay, advanced as far inland as Tanna, a station 20 miles from Bombay on the Great Indian Peninsula Railway, and the Bombay Government could claim the sovereignty of all the group of islands in the estuary from Bassein to Colaba. The Bombay Marine had established its supremacy at sea along the whole Malabar Coast and punished the Malabar pirates; the district of Bankote had become British territory; and, north of Bombay, the English had acquired considerable political authority in Guzerat, where the Gaekwar was entirely dependent on them, and had got possession of Surat Castle, on March 4th, 1759, "with considerable loss of officers and men." It was not, however, till 1800 that the whole military and civil administration and revenues of Surat were transferred to the Company by the Nawab of Surat who in exchange received a pension.

War with Mysore.

Up to this time Bombay had fought for her own hand; but her troops were now destined to play a subordinate and not a very distinguished part in the general war undertaken by the Government of India against Hyder Ali, the ruler of Mysore. As Hyder's forces had invaded the Carnatic, the Government of Bombay was directed to make a diversion on the western coast of Malabar. Accordingly, an expedition under Colonel Humberstone was despatched down the coast at the end of the year 1781, and took Calicut and Ponany, which it successfully defended against a combined army of French and

Mysoreans under Count De Lally and Tippoo Sultan (son of Hyder Ali). In 1782, General Matthews was sent from Bombay with strong reinforcements, and quickly captured all the strong places on the coast of the province of Canara, including Honore, Mangalore, Kundapur, and Carwar. From Kundapur the army ascended the Ghauts and marched on Bednore, the capital of Canara, which capitulated to the British General. Immense plunder was found in Honore and Bednore, and General Matthews was freely accused of having himself appropriated a great part of the treasure, instead of sending it to Bombay to be distributed as prize-money. The troops became discontented and demoralized, and were in no fit state for hard fighting when in April 1783 Tippoo, who had meanwhile, on the death of his father, succeeded to the throne of Mysore, made his appearance near Bednore with an army of 150,000 men. General Matthews could only collect a force of 2,000 men before his communications with the coast were cut off; and, retiring into the citadel of Bednore, he stood a siege of only a fortnight before capitulating. The terms granted him were that the troops should march out with the honours of war, and, after piling arms, should be allowed to proceed to the coast; but Tippoo, on the pretext that the General had embezzled and secreted the public money, which he ought to have delivered up, sent the whole force as prisoners to Mysore, where General Matthews and 20 other Bombay officers, after being imprisoned and cruelly treated, were finally put to death by poison.

Disastrous Expedition of General Matthews.

Tippoo pushed on down the Ghauts from Bednore, and besieged Mangalore, which was defended by a large garrison under Major Campbell, who held out for several months with great resolution till peace was made with Mysore at the end of 1783, when Mangalore was given back to Tippoo. Grant Duff has the following anecdote of the siege, which is most creditable to the Bombay army :—"The Grenadier sepoys who accompanied Hartley to Ahmedabad, were formed into a separate corps, but, on their return, lost their name of the Grena-

Spirited Defence of Mangalore by Bombay Troops.

dier Battalion, and were called the Eighth Battalion; a circumstance which nearly created a mutiny in the corps. To restore the name to men who remonstrated in a manner so unsoldier-like was deemed improper; but they afterwards behaved with such extraordinary valour, that their name of Grenadier Battalion was restored in 1783. They distinguished themselves during the arduous campaign in the Concan. For their conduct in the battle of Ponany by the side of the 42nd Regiment they received the highest compliment ever paid to a sepoy regiment. 'The Royal Highlanders,' says Colonel M'Leod, in his despatch of the 29th of November 1782, evinced the ardour which always inspires their countrymen in battle. The eighth battalion of sepoys showed themselves equal to any troops in courage, coolness, and discipline.' They then petitioned, through Colonel M'Leod, to have their name restored: but it was refused. In the following year, however, the eighth battalion formed part of the garrison which maintained the heroic defence of Mangalore, and their name was restored, as the only reward which the sickly, famished men, on their return to Bombay, solicited. They were long fortunate in a succession of excellent commanding officers; and on every occasion of service the spirit of Stewart and of Hartley has lived in their ranks."

In the second war with Tippoo, when Lord Cornwallis allied himself with the Mahrattas, the Bombay Government sent two battalions of infantry and six guns to co-operate with the Mahratta army, which took Dharwar and advanced into Mysore. At the same time a Bombay column, under General Abercromby, cleared Malabar of Tippoo's troops and effected a junction with Lord Cornwallis before Seringapatam, where peace was concluded. Tippoo ceded, with other territory, Malabar, which, being separated from Madras by the Ghauts and the independent country of Mysore, and having easy communication by sea with Bombay, was placed under the rule of the Government of this Presidency. The new province was, however, deplorably mismanaged; and, after the conclusion of the Partition Treaty of Mysore in 1799, when Seringapatam was

Conquest of Malabar.

taken. Tippoo slain, and his kingdom destroyed, the sea-coast provinces of Canara and Malabar were both incorporated in the Madras Presidency. Bombay only retained for some years the special control of the teak forests, which supplied her dockyard with timber; but her traditional claim to political authority along the Malabar Coast was recognized by the transfer of Canara to her in 1861.

Services of the Bombay Column against Tippoo in 1799.

In the campaign of 1799 a Bombay column under General Sir John Stuart marched from Cannanore up the Ghauts to co-operate with the grand army under General Harris, which advanced from Madras. This column consisted of 1,617 Europeans and 6,420 sepoys, the Company's Bombay Regiment of Europeans, 528 strong, forming with H. M.'s 75th and 77th Regiments the Centre Brigade. General Stuart fought a brilliant action with the flower of Tippoo's troops, who tried to bar his way at Sedashere, and reached the camp before Seringapatam in time to take an important part in the operations of the siege. In the final assault of the fortress the storming column included three corps of Grenadier sepoys, taken from the troops of the three Presidencies. The Governor-General of that day, the Marquis Wellesley, always as liberal as his even more famous brother was niggardly of praise, expressed in the warmest terms to Mr. Jonathan Duncan, the Governor of Bombay, his appreciation of the victory of Sedashere, declaring that "the merits of Generals Stuart and Hartley, as well as of Colonel Montresor and the other officers, have seldom been equalled and never surpassed in India." In reply to an address from the inhabitants of Bombay on the glorious termination of the war, Lord Wellesley wrote:—"The distinguished part which the settlement of Bombay has borne during the late crisis in the labours and honours of the common cause, has repeatedly claimed my warm approbation and will ever be remembered by me with gratitude and respect. In your liberal and voluntary contribution towards the exigencies of

Lord Wellesley on the share taken by Bombay in the final campaign against Tippoo.

your native country, and towards the defence of the Presidency under whose Government you reside, and in the alacrity with which you have given your personal services for the military protection of Bombay, I have contemplated with pleasure the same character of public spirit, resolution, and activity, which has marked the splendid successes of the army of Bombay from the commencement to the close of the late glorious campaign." The voluntary contribution here spoken of was a loan of more than Rs. 300,000 towards prosecuting the war with France. To this sum Mr. Duncan had contributed Rs. 25,000; Lieut.-Gen. Stuart, Rs. 20,000; Major-Gen. James Rivett, Rs. 12,000; Mr. Page (member of Council), Rs. 12,000; and Mr. (afterwards Sir Charles) Forbes, Rs. 8,000. The Presidency had also raised a corps of Fencibles, 1,000 strong, of which Mr. Forbes equipped and paid 50 men. This corps was placed on the fixed establishment of Bombay in 1803, and became the 9th Regiment of Native Infantry.

Regiment raised by citizens of Bombay (1799).

The main object of the policy of Lord Wellesley, who succeeded Sir John Shore as Governor-General in 1798, was to drive the French out of India.[1] To attain this end he compelled the Nizam to accept a British subsidiary force in lieu of a French contingent, crushed Tippoo, and used all his means of persuasion to induce the Peshwa and Scindia to become subsidized allies of the British Government. Nana Furnavese, "the Mahratta Machiavel," who, for the last quarter of the eighteenth century, was the principal political personage at the Court of Poona, always steadfastly opposed the admission of the English into the Deccan; and even when Madhajee

Mahratta affairs.

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[1] The French were never more nearly getting the control of all India into their own hands than just before Lord Wellesley, fortunately for British interests, arrived at Calcutta. Not only had they successfully intrigued with Tippoo, but a corps of infantry, commanded and officered by Frenchmen, was "the principal instrument and support" of the power of Scindia, who ruled both at Poona and Delhi, as master of the Peshwa and the Emperor, and who had, in the battle of Kurdlah (1795), completely defeated the army of the Nizam and compelled him to cede half his territory. The only force, again, on which the Nizam could rely was Raymond's disciplined corps officered by Frenchmen.

Scindia, who with the aid of battalions of regular infantry, disciplined by French officers, had made himself all-powerful in Hindostan, marched to Poona with the design of upsetting the authority of the Brahmins and becoming master of the Deccan, Nana did not ask for the fatal aid of English troops to secure himself in power. Madhajee died at Poona at the moment when his ambition seemed on the point of being fully gratified; and Dowlut Rao Scindia, who succeeded him in 1794, had not the capacity to carry out his plans. The influence of Scindia's military power remained, however, supreme in the Deccan. The young Peshwa, Mahdoo Rao, in a fit of despondency at being kept in a state of tutelage by Nana Furnavese, and forbidden to recognize his cousin Bajee Rao—the son of Ragoba, the old friend of the English—threw himself from his palace window and died from the effects of the fall; and Bajee Rao, obtaining the support of Scindia, was proclaimed Peshwa, to the temporary discomfiture of Nana Furnavese, who, however, subsequently had the address to reconcile himself with Bajee Rao and Scindia and to regain the office of minister, which he held till his death in 1800. The Governor-General tried to persuade Scindia to return from Poona in order to defend his dominions in the north-west against the Afghans; but, instead of listening to this advice, Scindia and the Peshwa meditated joining Tippoo against the English, and were only disconcerted by the rapidity and completeness of the English, success. The weakness of the Peshwa's Government, and the natural disinclination of the predatory Mahrattas to abandon the pleasant habit of plundering their neighhours, caused the greatest disorders throughout the Mahratta country, and every petty chief with a band of armed followers made war and raised revenue on his own account. In Poona itself lawless excesses of all kinds were committed; and the Peshwa and Scindia were both at the mercy of a turbulent and rapacious soldiery. In 1801, a new power appeared on the scene. The Holkar family had for many years been kept down by Scindia; but Jeshwunt Rao Holkar, the most celebrated of all the Mahratta free-

booters, succeeded in getting together an army strong both in cavalry and in disciplined infantry and artillery. Marching on Poona in 1802 he won a complete victory over Scindia in a desperately contested battle; and the pusillanimous Peshwa, who had not appeared on the field, fled first to the fort of Singhur, and then to Rewadunda on the coast, where he found an English ship to take him to Bassein.

Jeshwunt Rao Holkar defeats Scindia at Poona (1802), and the Peshwa, Bajee Rao, seeks English protection.

This crisis of affairs appeared to Lord Wellesley "to afford a most favourable opportunity for the complete establishment of the interests of the British power in the Mahratta empire" (*Wellesley Despatches*). Colonel Close, the Resident at Poona, who had left that city, was ordered to go to Bassein and open negotiations with Bajee Rao, who signed a treaty, on 31st December, 1802, binding himself to accept a subsidiary force of 6,000 men and to assign territory worth £260,000 a year for their pay, to give up his claims on Surat, to accept the East India Company as arbiter in the disputes of the Peshwa with the Gaekwar, to admit no Europeans into his service, and not to negotiate with any other power whatever without giving notice and consulting with the Company's Government. In return, the Company undertook to replace him on the *musnud* at Poona, and did so on 13th May 1803. Scindia, whose hope of recovering his ascendancy was now destroyed, immediately formed a league with the Raja of Berar against the English, and General Wellesley marched with an army from Madras to conduct operations against the Confederates in the Deccan, while General Lake conducted the operations in Hindostan. The war was quickly terminated by the memorable victories of Assaye, Argaum, and Laswaree. It would be foreign to our plan to speak more at length of events which belong to the general history of India. Mr. Duncan, the Governor of Bombay, had been instructed, at the outbreak of the war, to employ the military force at Bombay for the reduction of the fort and territory of Broach, and of the possessions of Scindia in

Treaty of Bassein, and campaign of Assaye (1803).

Guzerat, and to the southward of the Nerbudda; and this work was accomplished without much difficulty. The old spirit of jealousy, however, between the Presidencies of Bengal and Bombay, showed itself in Mr. Duncan's efforts to keep the force in Guzerat under the orders of the Resident at Baroda till commanded by the Governor-General to consider it and all other military detachments as under the exclusive direction of Major-General Wellesley. To enable the Government of Bombay to employ the utmost despatch in preparing its troops to take the field, Mr. Duncan was at the same time authorised to convert the corps of Fencibles into a regiment on the regular establishment of Bombay. Besides equipping the Guzerat force of 7,000 men under Colonel Murray, Bombay sent a force of 2,000 men under Colonel Colman to serve in the Deccan; but these troops remained at Poona and other stations to keep open the communications of the army; and only a detachment of the Bombay Artillery fought at Assaye with the troops General Wellesley had brought from Madras. Upon Bombay devolved the onerous duty of supplying the army with stores and money; and General Wellesley's complaints are incessant of the stupidity and bad management of the local authorities. In one letter he writes:—"The account of the pontoons is just like every other account I receive of a Bombay concern. Only think of those stupid creatures sending off these carriages in the midst of that heavy rain!" Again, he is annoyed at getting medicines instead of iron, and is urgent in his demands for more money and rice. The scarcity of provisions was due, however, to the severe famine which afflicted Western India in 1803; and, as for money, the calls on Bombay were very heavy, and could not be met without help from Bengal. The expenses of the Government of Bombay far exceeded their revenue; and it appears that Mr. (Sir Charles) Forbes greatly helped Mr. Duncan and General Wellesley in their embarrassment by

Bombay's share in the War.

General Wellesley's opinion of the Bombay Government.

Dearth in Western India (1803).

advancing large sums of money to the State. The General wrote of Mr. Forbes as a man "who seeks opportunities to render his private speculations, as a merchant, useful to the public service," and interested himself in Mr. Forbes's proposal to purchase the Company's sandalwood at Madras and pay the money into the treasury at Poona. With regard to the Bombay troops, General Wellesley seems to have formed a far from flattering opinion of them. The Bombay army, by this time, consisted of three European (two King's and one Company's) and nine native regiments. The latter, being recruited from the coast districts, where rice is the common food of the people, could not live on grain, like the Mahrattas; and this was felt to be a serious inconvenience in military operations in the Deccan, where rice is very scarce. Moreover, the troops were undisciplined and inefficient. Writing in 1805 Sir A. Wellesley said:—"The Bombay battalions which have arrived at Poona are by no means in a state of discipline or efficiency; and I am concerned to add that the number of men which they lose by desertion in every month is enormous. One of them, which arrived at Poona in July, 1,000 men strong, has not now more than 400." This was after the war, and the battalions referred to were perhaps newly raised. During the campaign of 1803 desertion seems to have been common only among the Bombay followers of the army. All the dhooly-bearers and water-men of the 78th Regiment ran away; and General Wellesley attributed this distressing desertion "to the nature of the people, to the ease with which they have it in their power to return to Bombay, and to the fact that, however numerous the desertions, the police of Bombay have not the power of applying a remedy. I have not," he added, "had much experience of the service in this part of India; but wherever I have seen the Bombay troops employed, whether in this quarter or on the coast, complaints have always been sent of the desertion of their followers; and I

Loans by Mr. Forbes to the Government for the War.

General Wellesley's opinion of the Bombay troops.

Bad character of Bombay Army followers.

believe that, upon a reference to the letters received from officers commanding escorts or detachments in this part of India, since the military operations began, it will be found that not one has marched and performed the service on which he was sent, without making a complaint of the desertion of his public followers." General Wellesley, it should in fairness be remembered, had been for years associated with the Madras army; and he would evidently have liked to secure for the Madras Government the military control of the whole Deccan. He was so impressed with the helplessness of Bombay that he even went so far, in one letter, as to write in 1804 to Colonel Murray, then in Guzerat :—" The 84th is the only European regiment which garrisons Bombay, and I cannot ask Mr. Duncan to send it you. I have long considered our game, as it affected our situation at Bombay, to be very desperate ; and particularly as we know that the French are strong in European India, and their squadron, when joined with that of the Dutch, not inferior to our own, we ought to beware to weaken that settlement too much." This view of the situation will not appear too gloomy when it is considered that up to the present day Bombay lies exposed without adequate means of defence to destruction by an enemy's fleet. Yet the importance of the island as a base of operations, by sea as well as on land, had already, in 1804, marked Bombay out as one of the most valuable possessions of the English in India. General Wellesley himself had paid his first visit to Bombay in 1801, when he called in to refit the ships and obtain supplies for the troops of the expedition despatched from Trincomalee to co-operate with Sir R. Abercromby's force from England in the invasion of Egypt. To his bitter mortification, the General was superseded here in the command of the expedition by Sir David Baird. His disappointment probably helped to make him ill ; for he was seized at Bombay with a fever and breaking out all over his body, and had to undergo a course of nitrous baths for a cure. This illness decided him not to go to Egppt as second in command under Sir D. Baird, and he obtained his brother's (Lord

Defencelessness of Bombay.

Wellesley's) permission to return to his Government of Mysore. While in Bombay on this occasion he superintended the re-equipment of the fleet, and his description of the way in which this business was accomplished shows how great were the resources of the Bombay Dockyard :—"Some of the ships were completely re-fitted, took in ballast, and received three months' water and provisions for their crews and the troops embarked in them, and sailed in four days after they arrived ; five ships which have been added to the armament from this port since my arrival were equipped with six months' provisions, &c., and the troops embarked in five days after the requisition was made for them ; and, in short, the whole business has been conducted with regularity and rapidity, and satisfaction to myself and to all the parties concerned." For military operations in the Deccan, again, the nearness of Bombay made the selection of this Presidency to control the force there indispensable, and the Governor-General, therefore, was not content to place Broach and other ceded territory in Guzerat under the Government of Bombay, but ordered that the whole subsidiary force for Poona, consisting of one regiment of native cavalry, one company of artillery, and six battalions of native infantry each consisting of 1,000 firelocks and one company of pioneers should, with the exception of the regiment of cavalry, be supplied by Bombay.

The expedition to Egypt re-fitted at Bombay (1801).

Bombay supplies Poona Subsidiary Force (1805).

It is pleasant to find that he who was afterwards to be known as the Duke of Wellington was able, in spite of some little differences with Mr. Duncan's Government, to appreciate some of the merits of Bombay. In April 1804, he notes, as its special distinction, that "this island has now become the only place of security in this part of India for property, and for those who are the objects of the Peshwa's enmity and vengeance, a circumstance equally honourable to the

Bombay a general asylum for the oppressed (1804).

character of the British nation and advantageous to their interests, and affording the strongest proof of the confidence which the natives repose in the justice and wisdom of our policy and our laws." He also, with that keen sense of the military value of good communications which he showed in all his campaigns, gave Bombay greater facilities of access to the Deccan by making the Bhore Ghaut practicable for artillery, and constructed a good road from the top of the Ghaut to Poona.

The Bhore Ghaut made practicable for Artillery, and road to Poona made by order of General Wellesley.

Mr. Duncan's causeway, connecting Bombay with Salsette, was constructed about the same time for military, no doubt, as well as commercial reasons; for the passage across Bombay harbour from Panwell to Bombay is often difficult for sailing boats, which can, however, easily run up the harbour to Tanna in Salsette, whence troops can proceed by land to Bombay.

Bombay, on the other hand, was not behind-hand in doing honour to the great soldier who first displayed his remarkable military talents in the campaign of Assaye. In the "Bombay Occurrences for March, 1804," it is recorded that the Governor's yacht had arrived from Panwell, with Major General the Hon'ble Arthur Wellesley on board, and that, as she approached the harbour, a salute of 15 guns was fired from the Elphinstone Indiaman, the compliment being repeated when the General landed. The whole of the troops in garrison formed a street from the Dock-yard, through which the General passed to the Government House—the building then known as the old Secretariat, in the Fort, and on the site of which new buildings have been erected. Mr. Henshaw presented to the General an address adopted at a general meeting of the inhabitants of Bombay, offering their congratulations on "the happy termination of one of the most decisive, brilliant, and rapid campaigns ever known in the annals of British India," and applauding the results of the General's military science and political skill. "Your victories," it was added, "have taken place in our neighbourhood; they immediately affect

Bombay's Address to General Wellesley.

our future interests, and are intimately connected with our present prosperity. They lay the foundations of a peace to us and our successors, which is no longer likely to be interrupted by the feuds and combinations of a Mahratta confederacy. They open to the trade and to the industry of Bombay the resources of an extensive and populous country." General Wellesley, in his reply, said:—"In reviewing the consequences of our success, it is with unfeigned satisfaction that I perceive the increasing channels of wealth which have been opened to this opulent settlement; and it is peculiarly gratifying to my feelings that I should have been instrumental in renewing the benefits of peace to a settlement, from the resources and public spirit of which the detachments under my command have derived the most essential aids during the prosecution of the war." In the evening Major-General Bellasis, Commandant of Artillery, gave a dinner to the General at the theatre, at which were present the Hon. the Governor and most of the principal characters in the settlement. "The theatre was handsomely fitted up for the purpose, and displayed an elegant transparency of Gen. Wellesley's arms, fixed so as to face the company. The utmost conviviality prevailed, and the pleasures of the evening were much enhanced by the introduction of several loyal and appropriate toasts, and a few excellent songs." An "elegant entertainment" was also given at the theatre, by Colonel Lechmere and the officers of the Fencible regiment, to the General. This theatre or "playhouse," as it was generally called, stood on the north side of the old Bombay Green, now the Elphinstone Circle, between the Cathedral and the Town Hall. It was pulled down with other buildings in 1863 to clear the ground for the new Elphinstone Circle buildings. Its site is now occupied by Mr. Ardaseer Hormusjee Wadia's office. The difference in manners betwixt 1805 and the present period is marked by the "introduction of a few excellent songs" at the dinner table. Such a breach of decorum and dulness at a state dinner would make a modern Govern-

Dinner and Fete at the Bombay Theatre to General Wellesley.

or's hair stand on end. The memory of the Duke of Wellington's connection with Bombay was long cherished here. A house now pulled down, at the foot of Malabar Hill on the Back Bay side, used to be pointed out as that in which he lived; and an old lady, who died only a few years ago at Colaba, was fond of relating that, in 1803, she danced with General Wellesley, probably at the fete given in the theatre. It is a matter for great regret that this lady burnt before her death memoirs she had kept extending over three-quarters of a century, and affording invaluable material for a domestic history of Bombay during that period.

The war of 1803, followed by that with Holkar in 1804-5, made the East India Company masters of all India as far north as the Sutlej. English policy and arms had successively subdued all the native powers, and reduced to mere ciphers those of them that still retained a nominal independence; and for more than thirty years from this date no formidable enemy arose to contest the Company's supremacy. It is noteworthy that even at Assaye, where Scindia had disciplined battalions of infantry and a numerous and well-served artillery, and where the English loss was heavier than in any previous battle fought in India, all the execution in the English ranks was done by the fire of the artillery, and the Mahratta army broke as soon as the British regiments got within musket-shot. The peace of 1805 left Bombay in possession of political authority co-extensive almost—if we exclude the province of Scinde—with that which she now enjoys. She supplied subsidiary forces to the Gaekwar of Baroda and the Peshwa, and garrisoned the Portuguese city of Goa, which the English occupied during the continuance of the French war. On the coast, however, piracies had been renewed not only by Angria, but by Mahratta cruisers issuing from the ports of Malwan and Vingorla in the little States of Kolhapoor and Sawunt Waree; while to the north of Bombay no serious attempt had yet been made to harry the nests of pirates sheltered from time immemorial in the creeks and islands along the coasts of Guzerat, Cutch,

Extent of Bombay's Political Authority from the Peace of 1805.

and Kattywar. The western coast of India was spoken of by Ptolemy, the geographer, in the second century as "the pirate coast," and Marco Polo, in the 13th century, says:—"From this kingdom of Malabar, from the kingdom of Tanna, and from another near it called Guzerat, there go forth every year more than a hundred corsair vessels on cruize. These pirates take with them their wives and children, and stay out the whole summer. Their method is to join in fleets of twenty or thirty of these pirate vessels together, and they then form what they call a sea cordon—that is, they drop off till there is an interval of five or six miles between ship and ship, so that they cover something like 100 miles of sea, and no merchant ships can escape them. For when any one corsair sights a vessel a signal is made by fire or smoke, and then the whole of them make for this, and seize the merchants and plunder them. But now the merchants are aware of this, and go so well manned and armed, and with such great ships, that they don't fear the corsairs. Still mishaps do befall them at times." "The people of Guzerat," says the same traveller, "are the most desperate pirates in existence, and one of their atrocious practices is this: when they have taken a merchant vessel they force the merchants to swallow a stuff called tamarind, mixed in sea-water, which produces a violent purging. This is done in case the merchants, on seeing their danger, should have swallowed their most valuable stones and pearls, and in this way they secure the whole." The sacred island of Beyt, in the Gulf of Cutch, off the north-west corner of the peninsula of Kattywar, was better known as "the Pirates' Isle," and the inhabitants of the Land's End of the peninsula were noted for their audacity as sea-rovers. The pirates soon gave up attempting to meddle with English vessels, which were too large and strong for them;[1] but they harassed the whole coasting

The Pirate Coast.

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[1] Niebuhr, a hundred years ago, brought against the English the scandalous accusation that "it was their interest to leave the pirates to scour the seas, and hinder other nations from sailing in the same latitudes;" and that they were content, therefore, with protecting their own trade. By 1805, however, the English were beyond all fear of commercial rivalry on the part of other European nations.

trade, carried on by the small country craft which transport goods into the shallow harbours that abound on the coast, and at the beginning of this century the scandal had become so great that the Bombay Government, when freed in 1805 from other enemies, determined to suppress piracy once for all, from the Indus to Cape Comorin.

Extinction of Piracy on the Western Coast of India (1807-20).

The State of Kattywar were taken under British protection in 1807, and Colonel Walker, the Political Agent in 1809, induced the Rao of Cutch to sign a treaty binding himself to co-operate with the British Government in the suppression of piracy. These arrangements of course led to disorders and insurrections among the turbulent classes of the population ; and the final blow was not given to the pirates of Kattywar till 1819, when a British force under Colonel Stanhope escaladed Dwarka and put the whole garrison, who refused to ask for quarter, to the sword. The pirate chief of Beyt then sued for terms, and agreed to surrender the island and live quietly on a pension. Colonel Tod says that " the last of the rover galleys," which he saw " laid high and dry," was a " goodly and imposing-looking vessel, having a lofty poop and beaked rostrum." In the south, the Bombay Government negotiated treaties with Sawunt Waree and Kolhapur, by which the full sovereignty of Vingorla and Malwan was ceded to the English, and all vessels found equipped in a warlike manner were given up. Thus an end was put to the perils that had so long beset commerce on the western coast.

Malwan and Vingorla occupied (1812).

The Police of the Indian Seas.

Ths Bombay Marine (Indian Navy) which had been employed in this work afterwards did excellent service to commerce by extirpating piracy in the Persian Gulf and Red Sea, and making careful surveys of the coasts of those seas and of the Indian Ocean. Bombay may claim the credit, therefore, of having established and kept the police of all the Indian seas.

No sooner had the Peshwa, Bajee Rao, been restored to power by the English, than he began to plot for their expulsion from the Deccan. Naturally of an intriguing and treacherous disposition, he could in no circumstances have been depended upon as a faithful ally; and it must be admitted that the tendency of Lord Wellesley's system of controlling native Princes by means of subsidiary forces was to effect their demoralization and ruin. A prince who is called independent, but who knows that his authority depends on the good-will of a Political Resident and a body of foreign troops, must be endowed with rare magnanimity if he does not both oppress his own subjects and chafe under the limitations placed on his sovereign power to make war and conclude treaties with other states. The consciousness that he is protected by a force strong enough to keep him on the throne in spite of all the efforts of discontented subjects removes the only curb—the dread of rebellion— which restrains an unprincipled despot from gratifying to the utmost the evil passions of cruelty, lust, and covetousness; while, at the same time, a restored tyrant in nine cases out of ten resents his obligations to the foreigners who have given him back his kingdom, feeling that he is but a puppet in their hands when they keep him from indulging his ambition in warlike enterprises and bid him be content to stay at home and be absolute master of the lives and fortunes of his own people. The restoration of Bajee Rao undoubtedly had no other result than to prolong for thirteen years the misrule of an immense territory which the English might have conquered and placed under a settled government in 1805. The Peshwa persistently neglected the civil administration of his country, and accumulated wealth by farming the revenues, sequestrating estates, and exacting forced contributions from wealthy citizens. These oppressions provoked insurrections which were easily crushed, and Bajee Rao might have remained Peshwa till his death if he had not had the audacity to quarrel with the English. It will be remembered that, by the terms of the Treaty of Bassein, the British Government became the arbiter

The Peshwa intrigues against the English and finally (1817) attacks the English force at Poona.

between the Peshwa and the Gaekwar on all questions in dispute between these two Princes. Bajee Rao revived old claims on the Gaekwar, and when the Gaekwar's agent, Gungadhur Shastree, went to Poona in 1815 with the guarantee of the British Government for his personal safety, he was treacherously murdered by Trimbuckjee Danglia, the Peshwa's infamous minister. Trimbuckjee was given up to the British Resident, Mr. Mountstuart Elphinstone, and imprisoned at Tanna, whence he made his escape in 1816. "The guard over Trimbuckjee had no mixture of sepoys upon it, but was composed entirely of Europeans. From this circumstance, the Peshwa was able to communicate with Trimbuckjee. The principal agent of communication was a Mahratta horsekeeper, in the service of an officer of the garrison, who, passing and re-passing the window of Trimbuckjee's place of confinement, when airing his master's horse, sung the information he wished to convey, in an apparently careless manner, which the Europeans, from want of sufficient knowledge of the language, could not detect." Under pretence of going to bathe, Trimbuckjee divested himself of his clothing, went down a side passage, got out of a low window, and walked quietly through the main gateway of the fort, to where a horse was waiting for him. The Peshwa, rejoiced to have his favourite with him again, acted on his advice to ally himself with the Pindaree freebooters who had grown powerful on the decay of the native states, and with Scindia, Holkar, and the Rajah of Berar, in a confederacy to overthrow the English. A rumour was spread that an army of Pindarees was approaching Poona. A large part of the British force moved out, and there was left at Poona only one brigade of three weak battalions. The Company's Bombay regiment of Europeans, however, was on its way from Bombay; and Mr. Elphinstone, suspecting the Peshwa's treacherous intentions, sent orders for it to advance by forced marches. By great exertions[1] it reached Poona on 30th October 1817, after the British had passed many anxious days and nights, expecting momentarily the attack of

[1] The regiment marched the whole distance from Panwell to Poona with only one halt.

the Peshwa's troops on the cantonment, the site of which, adjoining the Northern environs of Poona, having been originally selected by General Wellesley for the protection of the city only, exposed the troops holding it to be surrounded by an overwhelming force issuing from the city. Grant Duff, the historian, who was with the Resident at this time, is of opinion that Mr. Elphinstone "followed the system of confidence, so strongly recommended, to a culpable extremity," in not moving the troops to a better position; but luckily the Peshwa could not make up his mind to open hostilities before the Europeans arrived. Mr. Elphinstone then made the troops take up a new position at Kirkee, the present head-quarters of the Artillery of the Bombay Presidency. The Peshwa still hesitated, and spent several more days in attempts to corrupt the British sepoys. Hearing, however, that Mr. Elphinstone had directed a small force stationed at Seroor to join the brigade at Kirkee, he "determined to delay the attack no longer. His preparations began about seven o'clock on the morning of the 5th; but in the early part of the day he sent out several messages calculated to lull the Resident's suspicions; such as, that his troops were alarmed by hearing that those at Kirkee were under arms; that he was about to perform a religious ceremony at the temple of Parbuttee, and that the troops were drawn out, in honour of the occasion, to form a street as he passed. In the afternoon, when all was in readiness, the whole of his principal officers having assembled at his palace, Wittoojee Gaekwar, a personal servant of the Peshwa, was despatched to Mr. Elphinstone, by Gokla's advice, to inform him that the assembly of troops at Poona was very offensive to the Peshwa; to desire him to send away the European regiment, to reduce the native brigade to its usual strength, when it must occupy a position which the Peshwa would point out, and that, if these demands were not complied with, he would withdraw from Poona and never return. Mr. Elphinstone denied the Peshwa's right to require the removal of the European

Battle of Kirkee, Nov. 5, 1817. Flight of the Peshwa and occupation of Poona.

regiment, explained the reason of his having called in the light battalion, and recommended that the Peshwa should send his troops to the frontier as he had promised in which case all cause of complaint would be removed : there was a good deal more passed as the conversation on the part of the messenger was intended to engage as much attention as possible ; but he at last withdrew, warning the Resident of the bad consequence of his refusal. In the meantime the Peshwa's officers at the palace were despatched to their troops ; Bajee Rao in person proceeded to the Parbuttee (situated on a hill on the south side of Poona) and Wittoojee Gaekwar had scarcely quitted the residency, when intelligence was brought that the army was moving out on the west side of the city. There was a momentary consultation about defending the residency at the Sungum, but it was instantly abandoned as impracticable, and it was determined to retire to Kirkee, for which purpose the nature of the ground afforded great facility. The river Moola betwixt the Sungum and the village of Kirkee forms two curves like the letter S inverted. The residency and the village were both on the same side of the river, but at the former there was a ford and near the latter a bridge ; so that the party by crossing at the ford had the river between them and the Peshwa's troops the greater part of the way. From the residency no part of the Mahratta army was visible, excepting bodies of infantry, which were assembling along the tops of the adjoining heights with the intention of cutting off the residency from the camp, and having this object in view they did not molest individuals. On ascending one of the eminences on which they were forming, the plain beneath presented at that moment a most imposing spectacle. This plain, then covered with grain, terminates on the west by a range of small hills, while on the east it is bounded by the city of Poona. A mass of cavalry covered nearly the whole extent of it and the small hills already partially occupied by the infantry, and towards the city endless streams of horsemen were pouring from every avenue. Those only who have witnessed the Bore in the Gulf of Cambay, and have seen in perfection the approach of that roaring

tide, can form the exact idea presented to the author at sight of the Peshwa's army. It was towards the afternoon of a very sultry day ; there was a dead calm, and no sound was heard, except the rushing, the trampling and neighing of the horses, and the rumbling of the gun wheels. The effect was heightened by seeing the peaceful peasantry flying from their work in the fields, the bullocks breaking from their yokes, the wild antelopes, startled from sleep, bounding off, and then turning for a moment to gaze on this tremendous inundation, which swept all before it, levelled the hedges and standing corn, and completely overwhelmed every ordinary barrier as it moved. Mr. Elphinstone had personally reconnoitred the ground in front of the village of Kirkee, and ascertained that there was a ford between that village and Dhapooree, which, although difficult, was practicable for six-pounders, three of which, manned by native artillery-men, belonged to the auxiliary force, and was attached to Captain Ford's corps. It had been arranged, in case of an attack, that Captain Ford was to join the brigade under Lieutennat-Colonel Burr ; and Mr. Elphinstone had been at pains to explain to all concerned the advantage of always acting on the offensive against Mahrattas. When the party was fording at the residency a messenger was despatched to warn the troops of the approach of the enemy. Lieutenant-Colonel Burr, the officer in command, wished to have acted on the defensive, but as the message required him to move down and attack the Peshwa's army, he immediately sent the battalion companies of the 2nd battalion 6th regiment to protect the stores, ammunition, and followers in the village of Kirkee, left his camp standing, and instantly marched down by the high road for about a mile ;—then wheeling to the right, he moved in the direction of Dhapooree, to facilitate the junction of Captain Ford's corps, and bring his front parallel to that of the enemy. In a few minutes the expected corps was seen approaching ; the Resident's party had joined, and Colonel Burr advanced to the attack. The Mahrattas, who had sent on their skirmishers, some of whom had already suffered from the fire of the light infantry, were surprised by this forward movement in troops whom they had been

encouraged to believe were already spiritless ; and a damp, which had been spreading over the whole army by the accidental breaking of the staff of the Juree Putka, before they left the city, was now much increased. Gokla, with the true spirit of a soldier, was riding from rank to rank, animating, encouraging, and taunting as he thought most effectual, but the Peshwa's heart failed him ; and after the troops had advanced, he sent a message to Gokla, desiring him ' to be sure not to fire the first gun.' At this moment the British troops were halted, their guns were unlimbering,—it was the pause of preparation and of anxiety on both sides ; but Gokla, observing the messenger from the Peshwa, and suspecting the nature of his errand, instantly commenced the attack by opening a battery of nine guns, detaching a strong corps of rocket-camels to the right, and pushing forward his cavalry to the right and left. The British troops were soon nearly surrounded by horse ; but the Mahratta infantry, owing to this rapid advance, were left considerably in the rear, except a regular battalion under a Portuguese, named DePinto, which had marched by a shorter route, concealed for a time under cover of the enclosures, and were now forming with apparent steadiness, immediately in front of the 1st battalion 7th Regiment and the grenadiers of the 2nd battalion 6th : no sooner, however, were their red coats and colours exposed to view of the English sepoys, than the latter with one accord pushed forward to close, and in their eagerness got detached from the rest of the line. Gokla, hoping that they might either be disposed to come over, or that he might be able to take advantage of their impetuosity, prepared a select body of 6,000 horse, which accompanied by the Juree Putka, and headed by several persons of distinction, had been held in reserve near his left, and were now ordered to charge. The Mahratta guns ceased firing, to let them pass, and they came down at speed, in a diagonal direction, across the British front. Giving their fire, and receiving that of the line, they rode right at the 7th. Colonel Burr took his post with the colours of that corps ; it had long been his own battalion ; he had ' formed and led ' it for many years : he was then suffering under a severe and

incurable malady, but he showed his wonted coolness and firmness in this moment of peril. He was the first to perceive the moving mass : he had just time to stop the pursuit of DePinto's battalion already routed, and to call to the men, who could not be dressed in line, to reserve their fire, and prove themselves worthy of all his care. Fortunately, there was a deep slough, of which neither party were aware, immediately in front of the British left. The foremost of the horses rolled over, and many, before they could be pulled up, tumbled over those in front ; the fire, hitherto reserved, was now given with great effect, numbers fell, the confusion became extreme, and the force of the charge was completely checked ; a very small proportion came in contact with the bayonets ; a few continued the attack in the rear, but many turned back ; some galloped round the left as if to plunder the camp, but they were driven off by a few shots from two iron guns at Kirkee, and the sepoys had nearly repulsed the attack before a company of Europeans could arrive to their support. This failure completely disconcerted the Mahrattas ; they began to drive off their guns ; their infantry retired from the distant position they occupied, and upon the advance of the British line the whole field was cleared. The brigade returned to its position at Kirkee after night-fall, and the light battalion and auxiliary horse joined it next morning. The report of their arrival, and the effect of the forward movement, deterred Gokla from renewing the attack. The Mahrattas in Captain Ford's battalion deserted, and a part of the newly raised auxiliary horse were, at their own desire, permitted to quit the British camp ; but not one sepoy of the regular service left his colours. The number of the British troops engaged at the affair of Kirkee, including Captain Ford's battalion, was 2,800 rank and file, of whom about 800 were Europeans. Their loss was comparatively trifling, amounting only to eighty-six men in killed and wounded, fifty of whom were of the sepoys on the left. The Mahratta army consisted of 18,000 horse and 8,000 foot, with 14 guns. (This number is given from the actual returns, and does not include 5,000 horse and 2,000 foot stationed with the Peshwa at Parbuttee, so that Bajee Rao had already

collected thirty-three thousand men at Poona.) They suffered considerably, having lost five hundred men in killed and wounded; and though the proportion of horses killed on the spot was inconsiderable, a very great number were disabled. Amongst the sufferers was the minister Moro Dixit, who, by rather a strange fatality, was mortally wounded by a grape shot from one of the guns attached to the battalion of his friend Captain Ford. Hostilities were no sooner commenced than the ferocious and vindictive character of Bajee Rao's previous orders became apparent from the proceedings in every direction, probably before he had time to stop them. The residency was plundered and burnt, and of the Resident's library and private apartment not one stone was left upon another; the families and followers of the troops who fell into the hands of the Mahrattas were robbed, beaten, and frequently mutilated; the gardens were destroyed, the trees were torn from the roots, and the graves were dug up. An engineer officer, on survey, was attacked and killed; two brothers, of the name of Vaughan, one of them a captain in the Madras army, were taken while travelling between Bombay and Poona, near the village of Tullygaum, and though they made no resistance, were most barbarously hanged under the superintendence of a Brahmin named Babjee Punt Gokla (afterwards imprisoned in a wooden cage in the Fort of Singhur)."

A great kingdom was never lost in a more inconsiderable action. The Peshwa "sat on the rocky brow" overlooking the plain of Kirkee, and witnessed the dispersion of his army.

He counted them at break of day;
And when the sun set, where were they?

When General Smith marched on Poona with a division which had been intended to take part in the war in Central India, but had been halted on the Godavery as soon as it was known that the Peshwa meditated an attack on the subsidiary force, the defeated army evacuated the city, which the British occupied on the 15th of November. Among the spoil captured was a Gunputtee, or Ganeshwa, the favourite idol of the Mahrattas, of solid gold, with diamonds for eyes, and

covered with jewels. It was valued at £50,000. General Smith pursued and again defeated the Peshwa's dispirited troops, capturing Sattara and the Raja (the representative of the dynasty of Sivajee). General Pritzler afterwards took many of the forts, while General (Sir Thomas) Munro, who now for the first time got an opportunity of showing that he had talents for war as well as for civil administration, plunged into the Southern Mahratta Country from Dharwar with a small brigade, and, capturing forts and reducing districts on his way, emerged at Sholapore, where he attacked and routed the only organized body of infantry on which the Peshwa might still have relied. A Bombay column, under Colonel Prother, consisting of about 1,200 men, overran the Southern Concan, taking Sivajee's famous fort of Raighur and other strong places. The only action after that of Kirkee which needs particular notice in an account of Bombay is the heroic defence of the village of Korygaum, on the river Bheema, not far from Poona. Here the 2nd battalion of the 1st Regt. N. I., 500 strong, with two six-pounders, manned by 24 Europeans of the Madras Artillery, under a serjeant and lieutenant, and a detachment of irregular cavalry, belonging to the regiment now known as the Poona Horse, found itself on New Year's day, 1818, while on its march from Seroor to Poona, in presence of a Mahratta army of 25,000 horse, who were speedily reinforced by about 2,000 infantry (chiefly Arabs and Gosaeens). The Mahrattas surrounded and attempted to storm the village, and obtained possession of a strong position inside it, from which they could not be dislodged. The British troops had neither food nor water, and all access to the river was cut off; but they fought the whole day, disputing every foot of ground, till at nightfall the enemy evacuated the village. Of the detachment which was under the command of Captain Staunton, 175 men were killed or wounded, including 20 out of the 24 artillerymen. Of the eight European officers present three were killed and two wounded. "The Mahrattas," says Grant Duff, "lost five or

Action of Korygaum, Jan. 1, 1818.

six hundred men, and have the generosity on all occasions to do justice to the heroic defenders of Korygaum." For their conduct on this occasion "the 2nd battalion 1st N. I. were made grenadiers, as their 1st battalion had been for the defence of Mangalore, and *Mangalore and Korygaum* became the animating motto of the regiment." A monument has since been erected on the battle-field by the British Government, to commemorate this victory.

Bajee Rao gives himself up to Sir John Malcolm, June 3, 1818.

Bajee Rao, after being hunted about the country for several months, at last, finding his cause abandoned by all but his personal followers, surrendered himself to Sir John Malcolm, who had always been friendly to him, and who guaranteed him the enormous pension of £80,000 a year, on condition that he renounced for himself and his family all claims to sovereign power. He retired to Bithoor on the Ganges, where he adopted as his heir a child born in the village of Narel, at the foot of Matheran Hill, who afterwards became the infamous Nana Sahib.

The terms.

The Dynasty of the Peshwas dethroned, and their dominions incorporated in the Bombay Presidency (1818).

The Marquis of Hastings, then Governor General of India, had resolved, before Bajee Rao gave himself up, to put an end to the dynasty of the Peshwas, and to annex the greater part of their dominions to the East India Company's territory. He determined, however, to "reserve a small tract, sufficient for the comfort and dignity of the imprisoned Raja of Sattara, which might serve as a counterpoise to the remaining influence of the Brahmins, conciliate the Mahratta nation, and leave an opening for the employment of many persons in their own way, whom it would have been expensive to subsist, and who could not obtain a livelihood under the English administration." This policy had probably been suggested by Mr. Elphinstone, who was now appointed sole Commissioner for the settlement of the conquered territory, and who had the Raja formally

Kingdom of Sattara restored, but annexed by British Government in 1848.

proclaimed as sovereign of the Kingdom of Sattara. It had been a favourite idea of Madhajee Scindia's to restore the descendant of Sivajee to a position in which he might be made use of to check the pretensions of the Brahmins at Poona; and perhaps a native chief of capacity and resolution might have fairly hoped to carry out such a design successfully. But it was the height of simplicity to expect that a mere nominee of the British Government would have the political weight to warrant him in engaging single-handed in a conflict with the Brahmins. The dynasty of Sivajee had from the first prepared the way for Brahmin ascendancy; and to expect the restored Raja of Sattara to be more independent than Sivajee himself had been, was scarcely reasonable. Such experiments in the art of putting new wine into old bottles are, in the nature of things, bound to fail. As in the similar case of Mysore, the restored dynasty of Sattara was found to be powerless for good, though it could plot mischief against its protectors. The restored Raja, Pertaub Singh, was deposed in 1839 for engaging in a seditious correspondence; and his brother, who succeeded him, having died without issue in 1848, Lord Dalhousie decreed that the kingdom had lapsed to the British Government as the Paramount Power in India, and Sattara became one of the regulation districts of the Bombay Presidency.

Khandesh acquired (1818).

Khandesh, which had been laid waste and almost depopulated by the raids of Holkar and the Pindharees, was acquired at the peace of 1818, when Holkar made over all his rights of sovereignty in the province to the British Government.

Most of the districts in the Concan as well as the Deccan were comprised in the Peshwa's dominions, and therefore became British territory in 1818. There remained three independent Mahratta principalities, those of Kolhapoor, Sawunt Waree, and Angria's Colaba.

Kolhapoor.

Kolhapoor is the inheritance of the younger branch of the house of Sivajee. "In the war with the Peshwa in 1817, Aba Saheb, the reigning Rajah, cordially sided with the British Government, and in reward for his services received certain additions to his dominions. The successor of this Prince, Bawa Saheb, proved so profligate and oppressive a ruler, that armed interference was on more than one occasion found

necessary. And after his death, in 1838, the misrule during the minority of his son was so great, that the British Government interfered and appointed a minister of its own. A rebellion followed, and upon its suppression the direct administration of the state was, in 1842, assumed by the British Government. Affairs remained in this state till, 1862, in reward for the loyalty shown by the Rajah, Sivajee,during the mutinies of 1857, a fresh treaty was concluded, under the terms of which his kingdom was restored to the Rajah and the right of adoption conceded to him. On his death, in 1866, Sivajee was succeeded by his adopted son Rajaram, a minor. The untimely death of this prince in 1870 necessitated a fresh adoption. The choice fell upon the late Rajah Sivajee, who at the time of his adoption was a boy of about eleven years of age when he was adopted by the widowed Ranee of the late Rajaram. The young prince showed symptoms of insanity, and he was pronounced hopelessly insane by a committee of European medical gentlemen appointed by Government. He died in this state at Ahmednuggur on the 25th December 1883, at the age of 24. The State was administered during his insanity by a Council of Regency. As the unfortunate Prince left no heir to succeed him to the throne, another adoption had to be made. Accordingly by the consent and approval of Government Yeshwant Rao Baba Sahib, eldest son of the Regent Jaysing Rao Aba Sahib, was adopted by the young widow of Sivajee as son and heir to His late Highness, and he ascended the *Gadi* of Kolhapoor on the 18th March 1884, under the name of Shahu Chhatrapati Maharajah.

Sawunt Waree.

The Sawunt Waree State is an old possession of a branch of the family of Bhonslay, to which Sivajee belonged. The Bombay Government sent a force into this state in 1820, to obtain redress for depredations committed on British territory. The Chief was then taken under British protection, but in 1838, after several insurrections had been suppressed, he resigned an authority which he did not know how to use, and left the British agent to administer the country for the present chief.

Angria's Colaba annexed.

The territory which remained in the hands of Angria's family lapsed to the British Government in 1841, when Raghojee Angria died without heirs. This case of "lapse" excited much discussion, as

with it began what it is now the fashion to call "the era of annexation." Lord Auckland, the Governor General, was vehemently attacked at the time by Mr. H. St. George Tucker and other civilians, for not allowing Raghojee's widow to adopt a son; but the principality was annexed, and now forms the Sub-district of Alibag.

We have now traced the political history of Bombay from the time when it was an isolated and struggling little settlement on a barren island off the western coast of India till it had absorbed the whole Mahratta empire, with the exception of the conquests made by the Mahrattas in Central India. The fortunes of Bombay were so closely interwoven with those of the Mahrattas, that it was necessary to go more into detail than may perhaps be considered legitimate in an historical account of the island of Bombay. About the very time that the English acquired Bombay, Sivajee had wrested the Concan from the Mahommedans and established his capital at Raighur (1664), and it would have then seemed ridiculous to prophesy that the strangers who could barely keep their foothold on the shore of India would end by subduing both Mussulman and Mahratta. For nearly a century the rapid progress of the Mahratta power left the English far behind; and we have seen that the East India Company found it to their interest to conciliate a nation whose military aptitude had in a brief space made them masters of the greater part of India, and who were disagreeably active as freebooters at sea as well as on land. Sivajee, the founder of the Mahratta empire, showed unquestionable genius in organizing an army and a civil administration; but it soon appeared that the Mahrattas could overrun, plunder, and destroy decaying states, but could not found a lasting dominion of their own. Their confederacy quickly degenerated into a congeries of states ruled by intriguing princes who were animated no doubt by a common hatred of the foreigner, but whose mutual jealousy made them weaken one another by incessant warfare till, even when combined, they could effect nothing against troops

Review of progress made by Bombay since 1662. The English and the Mahrattas.

animated by a common sentiment of patriotic ambition and trained to war under a severe discipline. Several of the Mahratta princes tried to fight the English with their own weapons by organizing battalions of regular infantry, against the opinion of some of the wisest Mahratta statesmen, who declared that the strength of the nation lay in irregular cavalry suited to desultory warfare.[1] But where there is no civil discipline in a state, military discipline either cannot be maintained, or it encourages mercenaries to possess themselves of political power. The dynasty of the Peshwas only existed for seventy years, and its decay was so rapid that, if the English had not dethroned Bajee Rao, the Arab mercenaries whom the Mahrattas had hired to fight for them would soon have founded kingdoms of their own in India. So extreme was the misrule—justice being denied to everyone who could not use force to obtain it, while cultivators and citizens alike were ground down to the dust by ever-increasing taxation—that only the court favourites and military chiefs and adventurers regretted the change of government. Even the soldiers' pay was in arrears, and many of Bajee Rao's troops entered the service of the British Government within thirty-six hours after the proclamation of the Peshwa's dethronement. But while the rise of the English power must be ascribed in some degree to the radical incapacity of Hindoos to do any work which they undertake thoroughly and completely, and to the more systematic and strenuous character of Western civilization, it should never be forgotten that the conquest of India is really the fruit of the incomparable fighting qualities of the British soldier. After all is said about statesmanship and culture, it remains true, as Bulwer Lytton put it, that 10,000 English soldiers, not one of whom perhaps could repeat a line from

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[1] This opinion was shared by the Duke of Wellington, who wrote, in 1803, "I think it is much to be doubted if the power of the Mahratta nation would not have been more formidable, at least to the British Government, if they had never had a European, or an infantry soldier, in their service, and had carried on their operations, in the manner of the original Mahrattas, only by means of cavalry. I have no doubt whatever that the military spirit of the nation has been destroyed by their establishment of infantry and artillery,—possibly, indeed, by other causes."

any English author, might overturn the empire of China to-day as easily as they overturned the empires of Mogul and Mahratta.[1]

Aden.

Since 1820 Aden and Scinde have been added to the territories subject to the Government of Bombay. The following brief accounts of these latest acquisitions are taken from the Bombay Administration Report for 1872-73 :—" The first political intercourse with the Arab chiefs of Aden took place in 1799, when the detachment sent with the view of occupying the island of Perim was, for some time, received at Aden by the Sultan of Lahej. Relations with this chief continued friendly till, in 1837, the plunder, by the Arabs, of a shipwrecked crew called for satisfaction ; and, as the demands of Government were evaded, Aden was bombarded and taken in 1839. His attempts to regain possession proving unsuccessful, the Sultan of Lahej in 1843 sued for peace. An agreement was then drawn up, and afterwards, in 1849, renewed in the form of a treaty of peace, friendship, and commerce. Of late years the progress of Turkish power in Southern Arabia has caused some uneasiness among the chiefs in

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[1] " The English soldiers are the main foundation of the British power in Asia. They are a body with habits, manners, and qualities, peculiar to them in the East Indies. Bravery is the characteristic of the British army in all quarters of the world ; but no other quarter has afforded such striking examples of the existence of this quality in the soldiers as the East Indies. An instance of their misbehaviour in the field has never been known ; and particularly those who have been for some time in that country, cannot be ordered upon any service, however dangerous or arduous, that they will not effect, not only with bravery, but a degree of skill not often witnessed in persons of their description in other parts of the world. I attribute these qualities, which are peculiar to them in the East Indies, to the distinctness of their class in that country from all others existing in it. They feel that they are a distinct and superior class to the rest of the world which surrounds them; and their actions correspond with their high notions of their own superiority. Add to these qualities that their bodies are inured to climate, hardship, and fatigue, by long residence, habit, and exercise, to such a degree, that I have seen them for years together in the field without suffering any material sickness; that I have made them march 60 miles in 30 hours, and afterwards engage the enemy; and it will not be surprising that they should be respected, as they are, throughout India. Their weaknesses and vices, however repugnant to the feelings and prejudices of the natives, are passed over in the contemplation of their excellent qualities as soldiers, of which no nation has hitherto given such extraordinary instances. These qualities are the foundation of the British strength in Asia, and of that opinion by which it is generally supposed that the British empire has been gained and upheld. These qualities show in what manner nations, consisting of millions, are governed by 30,000 strangers." *Memorandum by Duke of Wellington, dated* 1805. *(Wellington Despatches, Vol. II.)*

the neighbourhood of Aden, but their relations with the British Government continue on the most friendly footing."

Scinde.

"The Government of the province of Scinde was, shortly after the commencement of the present century, assumed by four brothers, members of the Talpoor family, who, with the title of Ameers, held the country under a military despotism. The progress of British power in Northern India was accompanied by certain complications with the Government of Scinde, and considerable ill-feeling was created between the British Government and the Ameers. But while the questions in dispute were still under negotiation, peace was broken by an attack of the Ameers' troops on the dwelling of Major Outram, the British representative. Recourse to arms could no longer be avoided, and after a brief, though well-contested, campaign the province was, in 1843, conquered by Sir C. Napier, and became part of the British Empire."

Restriction of the Bombay Government's Political Authority.

Although Bombay provides the garrison of Aden, the direct political management of that station is now in the hands of the Secretary of State for India in Council and the Viceroy of India. The whole of the independent political jurisdiction which Bombay formerly exercised over the Arab states of the Persian Gulf and Zanzibar has, in like manner, since the electric telegraph made centralisation easy, been transferred to the Government of India; and during the year 1875 the control of the great native State of Baroda in Guzerat was taken from the Government of Bombay and entrusted to an agent of the Viceroy.

Services of the Bombay Army and Marine (1820-1858).

The Bombay army and marine may be said during the last fifty-five years to have been engaged only in foreign wars. The Marine captured Aden, and did good service in the China war of 1841-42, the second Burmese war (1852), and the Persian war of 1856-57, the great event of which last war was the

successful bombardment of Mohammera by the ships of the Indian Navy under Captain Young, C.B. The army supplied the native regiments, the 1st Grenadiers, the 12th N. I., the 25th N. I., the Scinde Horse, and the Poona Horse, which fought under Sir Charles Napier at Meeanee. A Bombay column advanced through the Bolan Pass to Candahar and Ghuznee and to Kelat in 1838, and participated in the glories without incurring any of the disgrace of the Afghan war. At the successful siege of Mooltan, in 1848-49, the Company's 1st Bombay Fusiliers, familiarly known as the "Old Toughs," and now H. M.'s 103rd Regiment, particularly distinguished themselves. A Bombay general, the brave and chivalrous Outram, commanded the Persian Expedition of 1856, and the native cavalry and infantry of the force were almost wholly supplied by Bombay.

The Bombay sepoy, notwithstanding the unfavourable opinion the Duke of Wellington had of him, has always been remarkable for his readiness to serve abroad, in China or elsewhere;[1] and the Marine Battalion, in particular, has distinguished itself in many engagements both at sea and on land, from Aden and Magdala to Rangoon and Canton.

1857 in Bombay.

The army generally remained faithful in 1857, but it was found necessary to disband two regiments of native infantry, and by the order of Lord Elphinstone a native officer of the Marine Battalion and a private of the 10th N. I., whom the then Commissioner of Police, Mr. Forjett, detected plotting treason, were blown away from guns on the Esplanade. The whole Mahratta country was in a state of great excitement during 1857-58; and, if any rebel force had succeeded in crossing the Nerbudda and penetrating into the Deccan, no doubt many malcontents would have joined them. But this danger was averted, and the Government of Bombay could afford to denude this city of European troops and to despatch from Poona the Central India Field Force under Sir Hugh Rose (Lord Strathnairn), which in a brilliant cam-

[1] Sir William Napier, echoing of course his brother's words, speaks of "the swarthy sepoys of Bombay" as "small men and generally of low caste, but hardy, brave, and willing; as good in fire, and more docile out of it, than the soldiers of the higher castes, having fewer prejudices, and less pride."

paign marched across India to Agra, defeating the rebels in five battles, and capturing the strong forts of Jhansie and Gwalior, and more than 100 guns. Of late years, the most important military services Bombay has rendered have been in the equipment of the expedition that invaded Abyssinia, the despatch of the force of sepoys, 6,000 strong, which Lord Beaconsfield summoned to Malta in 1878 to uphold the balance of power in Europe, the management of the transport and supplies of General Stewart's column at Candahar, during the Afghan war of 1878-79, the despatch of the Indian Expedition in 1882 to Egypt and of the Indian Contingent to Suakim in 1885. On the former occasion about 10,000 troops of the three arms fully equipped were despatched, thanks to the facilities for embarkation afforded by the Prince's Dock within 47 days from date of the order to embark. The Government of Bombay published in the *Government Gazette* of October 12 the complete official narrative of the operations. On the 2nd July a telegram was received from the Government of India, stating that it might be necessary to send a force, and requesting that inquiries might be made as to the sea tonnage available. Two days later it was intimated that a division was to be held in readiness to proceed to Egypt, and the strength of the force was given at 1,800 British and 5,500 native troops, 6,000 followers, 700 horses, and 2,000 mules. But the composition of the force was subsequently materially altered, and it was not till the 25th July that positive instructions were received to take up tonnage for 3,800 British and native troops, 3,800 followers, 1,600 horses, 750 ponies, and 1,350 mules. This force was subsequently largely increased—for instance, the number of mules were raised in a few days to 4,000. On the 8th July, six days after receiving the first intimation that a force would be despatched, and four days after the first statement of the probable strength had been supplied, Brigadier-General Carnegy, commanding at Bombay, reported that he had "completed all local arrangements with heads of departments for the embarkation of the expeditionary force. About 25 steamers required; 16 available, others coming in." He then considered that the whole expedition could be despatched "within a fortnight of receiving orders to take up tonnage." But the alterations and augmentations of the force upset this calculation. The taking and fitting up of a much larger number of steamers was rendered requisite, and the

time required to embark the expedition was necessarily extended. The expedition having to start during the S. W. Monsoon, no sailing vessels could be used, and altogether 47 steamers were taken up, giving a total tonnage of 114,596 tons, the average rate of hire per gross ton per month being about Rs. 21. The first vessel left Bombay on the 5th August, and the last on the 9th September. His Excellency the Governor congratulated the Commander-in-Chief "in respect to all officers engaged in the despatch of the expeditionary force to Egypt," and requested that the thanks of Government might be communicated to the Brigadier-General commanding Bombay District and the District Staff for the excellent arrangements made by them for the embarkation of the force.

Bombay the Capital of all Western India.

Mr. Mountstuart Elphinstone was appointed Governor of Bombay on the 1st of November 1819; and from that date the city may be regarded as the capital of a vast and really imperial domain in which the highest administrative genius was required to repair the damages caused by centuries of desultory warfare. Fortunately for Bombay, she found a good man in Mr. Elphinstone. This statesman put his whole mind to improving the condition of the country by creating new facilities for trade, making the land tax, the chief source of revenue, moderate and uniform, and educating the people. Writing at Bombay in 1825, Bishop Heber says:—"On this side of India there is really more zeal and liberality displayed in the improvment of the country, the construction of roads and public buildings, the conciliation of the natives and their education, than I have yet seen in Bengal." And again:—"His policy, so far as India is concerned, appeared to me peculiarly wise and liberal, and he is evidently attached to, and thinks well of, the country and its inhabitants. His public measures, in their general tendency, evince a steady wish to improve their present condition. No Government in India pays so much attention to schools and public institutions for education. In none are the taxes lighter, and in the administration of justice to the natives in their own languages, in the establishment of punchayets, in the degree in which he employs the natives in official situations, and the countenance and familiarity he extends to all the natives of rank who approach him, he seems to have reduced to practice almost all the reforms which had

Bishop Heber on Mr. Mountstuart Elphinstone's administration of Bombay (1820-27).

struck me as most required in the system of government pursued in those provinces of our Eastern empire which I had previously visited." To show the march of improvement as regards the opening of communications between Bombay and the interior of the country, let us note what was the Bishop's experience in travelling from Bombay to Poona. Up to within the last thirty-three years the starting-point for the land journey to Poona was Panwell on the opposite side of Bombay harbour, about four hours' sail from Bombay. A glance at the map of India will show that this route forms the chord of the arc now described by the railway from Bombay to the foot of the great Bhore Ghaut, the principal pass by which travellers ascend the western Syhadree range of mountains, which, at a distance of 30 to 60 miles from the coast, form a great wall supporting at a height of 2,000 feet the table-land of the Deccan and dividing it from the Concan or low country. From Panwell to Campoolee at the foot of the Ghaut is only 30 miles, while by the circuitous route the railway takes through Salsette and past Callian the distance from Bombay is more than 60 miles. Bishop Heber found the river of Panwell much choked with rocks, and landed in a small canoe at a "pretty good stone pier, beyond which we found a small-sized country town, with a pagoda, a handsome tomb of a Mussulman saint, and a pretty quiet view of surrounding hills and woods." There were two taverns, one kept by a Portuguese, the other by a Parsee. The latter served up at short notice a dinner "at least as well got up, as cleanly, and as good, as could have been expected at a country inn in England." The Bishop was carried in a palanquin twelve miles to Chowkee, whence, "after some delay and difficulty in fording rivers" (the journey was made during the rainy season), he went on to Campoolee, "a pretty village, with a fine tank and tempie of Mahadeo, built by the celebrated Mahratta minister Nana Furnavese." It was a four hours' stage from Chowkee to Campoolee, "The road all the way was excellent"—the lesson learnt during Goddard's campaign in this part of the country having been taken to heart—"made at a great expense, more than sufficiently wide, and well raised above the low swampy level of the Concan. From Campoolee, though it was still raining, I walked up the Bhore Ghaut, 4½ miles, to Khandalla, the road still broad and good but in ascent very steep, so much so, indeed, that a loaded carriage, or even a palanquin with anybody in it, can with great difficulty be forced along it. In fact, every one walks or rides up the hills, and all merchandize is conveyed

A Journey from Bombay to Poona sixty years ago.

The Bhore Ghaut Road.

on bullocks or horses. The ascent might, I think, have been rendered by an able engineer much more easy. But to have carried a road over these hills at all, considering how short a time they have been in our power, is highly creditable to the Bombay Government." This road was made by Mr. Elphinstone's orders, what General Wellesley had done here in 1803 having been designedly undone by the Peshwa. Colonel Fitzclarence, who travelled overland with despatches from the Governor-General in 1818, mentions that, when he reached Khandalla, "the post at the top was entrenched, a large working party being at this time employed to make the road passable for guns. The road has been made well about half-way down, but is even now very steep." Sir John Malcolm, Mr. Elphinstone's successor,

Sir J. Malcolm opens a carriage road up the Ghaut (1830)

considered it the noblest achievement of his three years' rule in Bombay that he finished the work of making a good road up the Ghaut. "On the 10th of November, 1830," he wrote, "I opened the Bhore Ghaut, which, though not quite completed, was sufficiently advanced to enable me to drive down with a party of gentlemen in several carriages. It is impossible for me to give a correct idea of this splendid work, which may be said to break down the wall between the Concan and the Deccan. It will give facility to commerce, be the greatest of conveniences to troops and travellers, and lessen the expense of European and other articles to all who reside in the Deccan. This road will positively prove a creation of revenue." Thirty-three years afterwards another Governor of Bombay, Sir Bartle Frere, at the opening of the Bhore Ghaut Railway incline, which reaches by one long lift of 15½ miles the height of 1832 feet, recalled Sir John Malcolm's words, and said,

The Bhore Ghaut Railway Incline opened (1863).

"When I first saw the Ghaut some years later, we were very proud in Bombay of our mail cart to Poona, the first, and, at that time, I believe, the only one running in India; but it was some years later before the road was generally used for wheeled carriages. I remember that we met hardly a single cart between Khandalla and Poona; long droves of pack bullocks had still exclusive possession of the road, and probably more carts now pass up and down the Ghaut in a week than were then to be seen on it in a whole year. But the days of mail cart and bullock cart, as well as the brinjaree pack bullocks, are now drawing to a close."

But to return to Bishop Heber, whom we left at Khandalla, where Mr. Elphinstone had "a small house on a knoll above the waterfall, where he passed a part of each cold (hot ?) season." From Khandalla, where he was supplied with an armed escort, to Poona, "the

road just finished by Government is excellent." Poona seemed to him a mean city, and the church, though spacious and convenient, was "in bad architectural taste, and made still uglier, externally, by being covered with dingy blue-wash picked out with white." On the return journey to Bombay, the Bishop and Dr. Barnes left Poona in palanquins, "except that I rode through the city, and for a few miles on our road till the sun grew too hot. We passed the river by a deep ford immediately beyond the town, we ourselves in a boat, and the horses swam over." They slept at Khandalla, where it rained incessantly, and where the Bishop, "while passing through a low doorway, felt something unusual on my shoulder, and on turning my face round saw the head of a snake pointed towards my cheek. I shook him off, and he was killed by a servant. I rode down the Ghauts, the scenery of which I thought even more beautiful than I did when I ascended. The foliage struck me more, and I was particularly pleased with a species of palm resembling the sago-tree, whose branches have at some distance something of the air of a weeping-willow; but it has also a splendid ornament in a pendent cluster of what I suppose to be seed-vessels, hanging like an enormous ear of corn, among the boughs. All the torrents, most of which had been dry when I passed before, were now full, and every chasm in the steep side of the mountains offered the prospect of a cascade. I saw ten at one view." On reaching Panwell, the Bishop found the tide would not serve for a boat to Bombay, and he had a stormy passage, and got wet through and through, in making for Tanna. Such were the inconveniences of travelling in Western India in 1825, even on the best made road in the country. A journey to Poona (about 120 miles), thirty years afterwards, still occupied at the least twenty-four hours, and cost £6.

The Great Indian Peninsula Railway Line to Tanna opened (April 1853).

Western India took the lead in introducing railways into this country. The Great Indian Peninsula Railway, to which Sir B. Frere offered the motto *Primus in Indis*, was projected in 1844. The first turf was turned by Mr. Willoughby at Bombay in 1850, and the first 20 miles to Tanna were opened in 1853, when Lord Elphinstone was Governor. From Callian, 33 miles from Bombay, the line divides itself into two branches, one of which, extending towards the south-east, ascends to the Deccan by the Bhore Ghaut incline, and, passing through Poona and Sholapore, is now completed by a junction at Raichore, with the Madras Railway as far as Madras; while the other, or north-eastern branch runs into Central India by the Thull Ghaut incline, and is carried as far as Jubbulpore

whence the East Indian Railway takes the traveller on to Allahabad and Calcutta, and from where by steamer he can go to Rangoon and thence to our newly acquired possessions in Burma, which were annexed by Lord Dufferin in January 1886. The Bhore and Thull Ghaut inclines, both splendid specimens of engineering skill, were opened, the former in 1863, and the latter in 1865; through communication with Calcutta was established in 1870, and with Madras in 1871. The Nagpore section of the north-eastern line, which brings the Central Provinces into close connection with Bombay, was opened in sections from 1863 and completed to Nagpore on 20th February 1867, and the Hyderabad (Deccan) branch, on the south-eastern line, in October 1874. A branch from Khundwa to Indore has lately been completed, but unfortunately its usefulness is impaired by the adoption for it of the narrow or metre gauge instead of the standard broad gauge (5 feet 6 inches) of the main line. Altogether, the Great Indian Peninsula Railway has now 1,450 miles of line open. Communications in Guzerat used to be worse than in the Concan and Deccan, for there were no made roads at all in that province. This did not so much matter in the fair season, when the whole country which is level and free from stones, and in which the rivers are easily fordable, except during the rains, might be regarded as one road, and when, besides, the communication by sea was open; but for three or four months every year the inhabitants of Guzerat were denied all means of access to Bombay, and many a luckless European in Kattywar or at Ahmedabad or Baroda has died of sickness that might have been easily cured if he had been able, in the rainy season, to get away to another climate. The Bombay and Baroda Railway has changed all that. The first section of this line, from Amrolee to Unclesur, was opened in 1860; the section from Broach to Baroda in 1861; the section thence to Ahmedabad in 1863; and in 1864 the line, which the Company had been forced by the Government to begin work upon at a distance from its base of operations, was completed southwards as far as Bombay. The line now extends beyond Ahmedabad to Wudwan. From Ahmedabad going north-east, a metre gauge line has been carried on to Ajmere, 299½ miles, there connecting with the lines on the same gauge from Delhi and Agra, and giving direct railway communication between Bombay and the North-West. This line was opened as far as Pahlunpore in November 1879, and through to Ajmere in December 1880. Two lines to Scinde, one from Patree, on the B. B. & C. I. Railway, and another from Pahlunpore, on the Rajputana-

The Bombay, Baroda and Central India Railway.

Malwa Railway, are under survey. For purposes of administration such a line would be of much value to Government, and in time to come it may form part of a real overland route to England. The Bombay and Baroda line has probably had as serious difficulties of construction to contend against as the G. I. P. Railway, for it crosses many broad rivers on costly bridges. It has, too, the disadvantage of running parallel to and within a short distance of the sea coast, so that it is exposed to the competition of cheap sea-carriage. But, on the other hand, it runs for at least half its distance through the cotton country of Guzerat, containing the most fertile and thickly populated districts in Western India ; and it enjoys, therefore, a profitable local traffic. Another important line of railway communication was opened for traffic, in December 1880, the Bhownuggur-Gondul Railway in Kattiawar. It runs from Bhownuggur north to Wudwan, a distance of 104 miles, and is built on the metre gauge ; at Wudwan it connects with the B. B. and C. I. Railway. A branch line runs west from Dhola to Dhoraji, a distance of 89 miles. And this has been extended to the rising ports of Porbandar and Veraval. These lines were built at the joint expense of the Bhownuggur, Gondul, Junagadh and Porebunder States, and are under the management of a Committee appointed by them. At Bhownuggur the rails are laid along the bunder, where ships drawing over 20 feet can lie in safety. All classes of the natives, however, appreciate justly the great boon of railway travelling, and the dismal prophecies of men who foretold that no native of good caste would ever defile himself by entering a railway carriage have been agreeably refuted by experience. The following Railway lines among others of less importance are now in progress :—One from Godra on the B. B. & C. I. Railway to Rutlam, where it will join the Rajputana-Malwa State Railway leading to Ajmere, Oojain, Indore and Khundwa. A line has been opened from Itarsi to Bhopal, Jhansi, Gwalior and Agra, and another is in course of construction from Jhansi to Manickpore on the East Indian Railway. The new Railway system called the Southern Mahratta Railway Company which has, reckoning the Mysore State Railway as a part of it, a total of 1,060 miles of line. The first soil of the West Deccan section of this system was turned by Sir James Fergusson, Governor of Bombay, on the 13th February 1884. This line runs from Poona to Belgaum about 250 miles. It has been connected with the South Deccan section at Londa and from thence with the coast at Marmagoa by the West of India Portuguese Railway. Of the third main section of the S. M. Railway system, the first division of the line from Poona to Koregaon, covers a distance of 83

miles. The West Deccan is the most important division of the S. M. Railway which opens out new and fertile regions to commercial enterprise, and is confidently expected, with the other railway extensions northward of Bombay, to considerably increase the trade of this city. The East Deccan or the first section is nearly 175 miles in length, and was opened in 1884. It leaves the G. I. P. line at Hotgi near Sholapore and traverses the Bijapur district to Gadag where it strikes at right angles the second or South Deccan section which commencing at Gadag runs westward past Hubli and Dharwar almost to the Portuguese frontier where it will also be connected by the West of India Portuguese Railway with the Port of Marmagoa. In connection with the Southern Deccan a branch line will run from Hubli to Harihar through a very rich country. Unfortunately the metre gauge has been selected for the Southern Mahratta Railway. This will necessitate breaks of gauge at three different points on the G. I. P. Railway. But as Sir James Fergusson said in his speech at the inauguration of the west section "a second class railway is infinitely better than none, and we must be thankful for what we have got."

Bombay is now, therefore, the central terminus of a series of arterial railways radiating in various directions through the Presidency and across the continent of India. The increased agitation for railway extention which has taken place during the last few years and which is going on increasing makes Bombay more and more important a port as years roll by putting it, as it does in touch with every corner of India.

Communications by Sea. The Overland Route.

The improvement of her communications by sea too has kept pace with the progress on land, for from this port regular lines of steamers now traverse the seas to all parts of Europe and the East. The principal line is, of course, the weekly mail service between Bombay and England by what is known as the overland route. It is the custom to speak of the route through Egypt as if it had been forgotten or neglected for centuries till Waghorn re-discovered it forty years ago. But while the commercial superiority of the route round the Cape of Good Hope for ships carrying cargo was incontestable till the opening of the Suez Canal allowed goods to be carried through Egypt without transhipment from Liverpool or London to Bombay, the English in India at an early period turned their attention to the desirability of opening speedy communication with England by way of Egypt or Turkey in Asia. Carsten Niebuhr, who visited Bombay in 1763, coming down from Mocha

in an Arab ship, with the aid of the monsoon, in nineteen days, gives a very interesting account of the enterprise of the English in opening the Red Sea route. At Jeddah, he says, the English enjoyed the privilege of paying lower duties than any other nation. "Since the extension of their conquests in India they have engrossed almost the whole of the trade of the Red Sea; so that, few ships from other nations now resorting to Jedda, the customs of that city have considerably declined. The Turks and Arabs, not daring to raise those duties, in violation of the tenour of their treaties with the English, contrived to make the purchaser of goods imported by ships from Bombay pay a second duty. This falling ultimately upon the English merchants, the Company complained, but could get no redress. They then threatened to forsake the harbour of Jedda, and to send their ships straight to Suez. The Turks and Arabs, considering the navigation of the Arabian Gulf as the most dangerous in the world, paid no attention to these menaces. At last, Mr. Holford, an able seaman, determined to accomplish them. To this end, it was necessary to obtain the consent of the regency of Cairo and assurance of good treatment at Suez, Ali Bey, who was then master of Egypt, giving himself no concern about the interest of the Pacha of Jeddah, or the Sheriff of Mecca, offered the English the most advantageous conditions; hoping to derive great profit from the English trade running in this new channel. Since Mr. Holford, in 1773, made a successful voyage up the Arabic Gulf, and conducted the first English ships straight to Suez, several vessels have every year sailed from India for this port. In 1776 five of those English ships entered the harbour of Suez. *The passage has been found so short and convenient that the regency of Bombay now send their couriers by the way of Suez to England.* In this way, they receive answers to their despatches, within the same length of time (five months) which was formerly consumed in the conveyance of their packets to London." The East India Company, however, did not encourage this diversion of trade from the route round the Cape, as they found it made Indian merchandise alarmingly cheap in the Levant[1]; and the Overland

Courier Service by way of Suez over 100 years ago.

First voyage of English ships from Bombay straight to Suez (1773).

[1] They even had the selfishness to get a clause inserted in their charter of 1793, providing that "no person shall send East India goods to Europe by way of Suez in Egypt."

Courier service was embarrassed by the instability of the Egyptian Government. Overland despatches were, however, sent regularly through Egypt during the French war, the time occupied in the transit being about three months;[1] and the more intimate knowledge the English gained of this route through the expeditions to Egypt, and the rise of Mehemet Ali, who gave that country, for the first time for centuries, a stable government, prepared the way for the great change which, with the aid of steam navigation, has since been accomplished. In 1818, Colonel Fitzclarence, with despatches from the Governor-General announcing the peace with Scindia, embarked at Bombay in the Mercury, a Bombay Marine ship of 180 tons burden, on the 9th of February, and did not land at Cosseir, on the Red Sea, till the 26th of March. From Cosseir he struck across to the Nile, and travelled down the river to Cairo and Alexandria, the country being everywhere perfectly quiet. This was, however, too fatiguing a journey to be undertaken by ordinary travellers; and it is believed that Mr. (Sir Bartle) Frere was the first Anglo-Indian civilian who came out through

Overland Communication during the French war.

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[1] Mails were also made up at this time for despatch through Mesopotamia and Syria to England. I am indebted to the courtesy of the Hon. Mr. Gibbs for a copy of an advertisement which was published in the *Bombay Courier* of 9th December 1797, and which is probably the earliest announcement on record of an overland mail. It runs as follows:—

GOVERNMENT ADVERTISEMENT.

The Hon. the Governor in Council having resolved to establish a regular monthly communication with Great Britain *via* Bassora, the Public are hereby informed, that private letters will be received for transmission at the office of the Secretary to Government under the following Regulations:—

(1). That no letter shall exceed in length four inches, in breadth two inches, nor be sealed with wax.

(2). That all letters shall be sent to the Secretary to Government, with a note specifying the writer, and with the writer's name signed under the address, to be countersigned by the Secretary, previous to deposit in the Packet, as a warrant of permission.

(3). That Postage shall be paid on delivery of the letter, at the rate of 10 Rupees a single letter weighing ¼ of a Rupee. Letters weighing ½ a Rupee 15 Rs., and for those weighing one Rupee 20 Rs.

(4). Two Mails will be transmitted by each despatch, one of which is intended to be despatched *via* Aleppo, the other *via* Bagdad. Letters in duplicate will be placed in each Packet, or if single at the discretion of the Secretary.

(5). No Packet or Letters are to be received by the Commander of the Packets but through the prescribed channel, nor will any, except through the same channel, be forwarded by the Resident at Bassora.

(6). The Mails will be despatched from Bombay the 1st day of every month, and the first dispatch will be on the 1st of January 1798.

Published by Order of the Hon. the Governor in Council.

JOHN MORRIS, Secretary.

Bombay Castle, 7th December 1797.

Egypt to take up his appointment in this country. Mr. Frere joined the service in 1833. He came down the Red Sea and across the Indian Ocean in an Arab dhow, and when he landed in Bombay he was so damaged in appearance by the voyage that he was at first looked upon as an impostor. So early, however, as 1830 a project had been started for regular communication with England by steam navigation in the Red Sea and the Mediterranean.[1] Sir John Malcolm wrote on April 30, 1830:—

Sir John Malcolm on Steam Navigation in the Red Sea and Mediterranean (1830).

"I do hope this steam navigation will be pushed through. It will make a revolution in many things to great advantage. Though I cannot understand that a scheme upon the scale Mr. T—— proposes will answer at present, one of a more moderate nature could not fail; and I must think that individual enterprise will do more in such a case than Government ever can. But should the jealousy of your Post Office in England regarding the Mediterranean, or the desire to keep the Red Sea navigation under our own control, lay a cold hand upon the projects of individuals, let us be supported in our efforts to maintain this intercourse in an efficient manner." The Bombay Government, however, apparently did not agree with its chief as to the value of the overland route; for, in reply to a letter from Waghorn asking for official support, Mr. Secretary Willoughby wrote on April 15, 1830, that "the government did not look to similar advantages from his success as the other presidencies." No more curious instance could be given of the want of prescience born of a narrow-minded officialism; for the opening of the overland route has made Bombay the principal city in India. It was not till the year 1838 that a regular monthly communication between Bombay and England by the overland route was established. The mail was carried by the steamers of the Indian Navy between Bombay and Suez; but their further conveyance, beyond Suez, seems to have been often a matter of great uncertainty.

Monthly Overland Mail Service.

[1] Waghorn left London to explore the overland route on Oct. 28, 1829. He travelled by way of Trieste to Alexandria, and thence by Cosseir and Jeddah to Bombay, making the voyage in 46 days.

In 1838, we find the Bombay Chamber of Commerce recording an explanation by Mr. Waghorn of the cause of delay in the transmission to Bombay of the portion of the June mail addressed to his care and suggesting that the commanders of the Company's vessels should be instructed to "wait a few hours at Suez, after the receipt of packets, whenever it may be ascertained that others are on their way, and may, within a short time, be expected at that place." There was great anxiety at the same time, as to whether a steamer would be available for the despatch of the November mail from Bombay; and it was proposed to "secure a sailing vessel of known good qualities;" but luckily the *Hugh Lindsay* was re-fitted in time, some steam engineers having arrived from England. On getting to Suez, the mails and passengers had fresh difficulties to encounter. Mr. Waghorn, writing from Alexandria in December 1839, to the Steam Committees of Bengal, Madras and Bombay, urges them to subscribe enough money to pay for two iron tug steamers and accommodation boats on the Nile, so as to save three days in the transit through Egypt. Mr. Waghorn at that time had only a track boat on the Nile, and from Cairo to Suez vans were used in crossing the desert. The English steamers in the Mediterranean only went as far as Malta, and then proceeded to Falmouth; and it took much time to arrange a regular correspondence with the French steamers running between Malta and Marseilles. For several years, too, the monsoon mails were sent by way of the Persian Gulf. The Bombay Chamber of Commerce, in 1840, spoke of the arrangements for transmitting the mail *via* the Euphrates as having been successfully acted on in the previous year, and asked the Government to provide a steamer for the special purpose of carrying the mail from Beyrout to Malta. The monthly mail service to Bombay was carried on by the Indian Navy ships till 1855, when it had reached "a state of inefficiency and disorganisation calling loudly for reform," and when, to the relief of travellers, with whom these ships were most unpopular, and of the officers of the Indian

Early Difficulties of Transit through Egypt.

Monsoon Mails sent via Persian Gulf (1838-40).

Navy, who disliked having passengers on board, the Peninsular and Oriental Company entered into a contract for the carriage of the mails between Bombay and London once a month with their Calcutta and Mediterranean service. The agitation for an effective weekly mail service was begun in 1857; but not till March 6, 1868, was it determined to make Bombay the port of arrival and departure for all the English mails. The claims of Bombay to be regarded as the imperial port of India had by that time become too strong to be disregarded for the sake of local interests; and now, since the opening of the Suez Canal in November 1869, we have not only the P. and O. steamers running here, bringing weekly the English Mails, but the Government transports conveying the annual reliefs to India, and a number of independent lines of passenger steamers, including among others, the Austrian Lloyd's, the Rubattino, the City Line, the Anchor Line, the Clan Line and the Hall Line. The British India Company, too, now have a contract with the Indian Government for carrying mails from Bombay to all the other large ports of India and the Persian Gulf. The Compagnie des Messageries Maritimes now run first class steamers regularly every month from Bombay to Marseilles. Finally, to complete our record of what has been done to improve communication between Bombay and the rest of the world, we should mention that a direct submarine cable was laid down from Suez to Bombay in 1870, in connection with the cable from Falmouth to Gibraltar. A cable had been previously laid down in 1860, but it became useless after one or two messages had been transmittedthrough it. Telegraphic communication between Kurrachee and England by a Persian Gulf cable had,however, been successfully established in 1865.

P. and O. Company takes up the Mail Service to Bombay (1855).

Weekly Mail Service (1868).

British Indian Mail Service.

After the conquest of the Deccan Mr. Elphinstone tried, as we have said, to improve the condition of the cultivators of the soil, who had been placed by the Peshwa's Government at the mercy of unscrupulous farmers of the revenue. Large remissions of revenue were made, to the encouragement of peculation, and "nothing could be worse," says Sir Bartle Frere, "than the state of the country as regarded the levy of the land assessment when the

The Assessment of the Land Tax. The Revenue Survey.

first attempts at survey were made. The first surveys were intended to be extremely minute," and in the assessment the principle was adopted of taking a fixed share of the net produce as the revenue of Government. "But it was found in practice" (we again quote Sir B. Frere's evidence before the Finance Committee of the House of Commons) "that this was entirely a misleading and impossible mode of assessing the revenue; and, after a good deal of money had been spent upon this kind of survey, the Government was obliged to revert to something like the old system about the time that I went out to India, in 1834. This had led to terrible oppression in one or two villages—oppression so serious as to attract the attention of Sir Robert Grant, the then Governor of Bombay, to it—and he sent Mr. Goldsmid, to whom I was attached as Assistant, and Captain Shortreed, to report upon the system; and the result of their report was an order for a survey and an assessment upon a different system, which was entrusted to Lieutenant (now Sir George) Wingate." This survey was begun in 1835-36. It was based on the principle of dividing the soil into different classes, and fixing the assessment according to their relative degrees of fertility, and then concluding a settlement for thirty years with the recognized owner of each "field" or farm. The right of renewing the lease after a re-assessment of his field was also conceded to the owner. This system, which has since been introduced all over the Bombay Presidency, worked exceedingly well at first in the Deccan. Wingate and nis colleagues were capable men, and they considered it to be to the interest of the State to make its demand for revenue as light as possible. The result was, that the net revenue quickly increased, owing to the extention of cultivation and the ease with which the full demand could be paid; and the Deccan for many years prospered exceedingly. Within the last twenty years, however, the thirty years' leases have begun to fall in. In the Deccan districts of Poona, Sholapur, Nasik and Ahmednuggur, and in the Southern Maratha Collectorates of Dharwar, Kaladgi and Belgaum, a revision of rates has been carried. The five districts of Gujarat, namely, Ahmedabad, Kaira, Panch Mahals, Broach, and Surat are those in which the original settlement has not yet expired, while the districts of Ratnagiri and Kanara are those of which small portions still remain to be surveyed for the original settlement. New men being at the head of the Revenue Survey Department, a policy of moderation has been succeeded by one of extreme harshness in the re-assessment of the revenue. The value of land has been calculated by reference to the prices of years in which the influence of the American war was still powerful; and so much dis-

content exists in the agricultural districts, owing to these heavy re-assessments, that the Government of Bombay is now trying to undo the mischief by again lowering its demand to something less than an addition of 50 per cent. to the old assessment.[1] This state of things shows the bad side of the high-pressure system of public improvements. There can be no doubt that the public works carried out in the Bombay Presidency have been for the most part of benefit to the country; but what has been done has only shown the need for doing more in an empire which 40 years ago was roadless and bridgeless; and then money falls short, and zealous Government officials resort to any available means of raising it, regardless of the discontent they provoke.

Education.

What has been done for education is sufficiently explained by the fact that since Mr. Elphinstone pointed to his supplies of school-books, and remarked that they would show the English "the road home," but that nevertheless it was the duty of the Government not to withhold instruction from the people, a university to which 13 colleges are affiliated, 66 high schools, and 3,598 other schools, attended by 190,000 scholars, have been established in Bombay. Nowhere in the world probably can a high-class education be obtained at so little cost, thanks to the aid given by the State; and the results of this indiscriminate instruction of young men whose ambition, after they have left college, the State cannot afford to gratify, and who consequently love to play the *rôle* of demagogues in the free vernacular press, has already given considerable uneasiness to the English rulers of India.

Some Glimpses of old Bombay.

We have wandered far afield, beyond the precincts of this little island, in sketching the imperial progress of Bombay; and we will now retrace our steps, and conclude this section of our work by taking together a few scat-

[1] This was written in 1875. Since that time there have been disturbances among the ryots in the Deccan, which a Government Commission reported to be due mainly to the state of indebtedness in which the cultivators of the soil were held by the village money-lenders, though possibly also in part to the rigorous exaction of a fixed land tax payable in money; and an Act has since been passed which is directed against the money-lenders, and which Mr. Caird frankly describes as a measure of confiscation.

tered notices of life in Bombay during the last hundred years or so. Niebuhr, in 1763, found the city a very different place from what it must have been, according to Fryer's description in the previous century. "The sea breezes," he says, "and the frequent rains, cool the atmosphere, and render the climate of this island temperate. Its air was formerly unhealthy and dangerous, but has become pure since the English drained the marshes, in the city and its environs. Still, however, many Europeans die suddenly here; but they are new-comers, who shorten their days by a mode of life unsuitable to the climate; eating great quantities of beef and pork, which the Indian Legislature had wisely forbidden, and drinking copiously of the strong wines of Portugal in the hottest season." Niebuhr had perhaps heard the Irishman's criticism, "They eat and they drink, and they drink and they eat, till they die; and *then* they write home and say it's the climate that's killed them." The taste, if not the habits, of the English had evidently improved since Fryer's time, when the early settlers used to meet together to drink arrack in the monsoon, having nothing else to do. Old port may not be the most suitable drink for an Indian climate; but it is at all events better than country arrack. Another matter Niebuhr objected to was that the "English likewise persist obstinately in wearing the European dress, which by its ligatures impedes the free circulation of the blood, and by confining the limbs renders the heat more intolerable."

Niebuhr's description of the City (1763).

Pleasant change in the Climate since English Occupation.

Why so many Europeans died in Bombay.

Two basins had been "hewn out in the rock, in which two ships may be at once careened. A third is now preparing. This work, which is very expensive, likewise brings in a considerable annual return. Strangers pay very dear for liberty to careen in these basins. While I was there I saw a ship of war belonging to the Imam of Sana, which he had sent to Bombay, solely on purpose that it might

The Docks.

be re-fitted." All religions were indulged in the free exercise of their public worship, "not only in their churches, but openly, in festivals and processions, and none takes offence at another. Yet Government allows not the Catholic priests to give loose to their zeal for making proselytes. When any person chooses to become Catholic, the reasons must be laid before Government, and if they are judged valid, he is then allowed to profess his conversion. The priests have considerable success in conversions among the slaves, who, being struck with the pomp of the Romish worship, and proud of wearing the image of a saint upon their breasts, choose rather to frequent the Catholic churches than any others, and persuade their countrymen, as they successively arise, to follow their example." The religious toleration practised had made the place "very populous."

All Religions tolerated.

Slaves from Africa seem to have been then bought and sold freely at Bombay, for Niebuhr purchased a young Catholic negro, but gave him away before leaving India, for fear the Mussulmans in Persia and Turkey might accuse him of carrying off a Mahomedan boy. Only the English were allowed to trade; but strangers, chiefly Germans and Swiss, were admitted into the military service, and got on rapidly, "for their mode of life cuts off the officers very fast." The troops were well paid, but were despised by the civilians, who "look upon the soldiers with that contempt which moneyed men commonly think themselves entitled to show for persons who are in their pay"—a remark as true to human nature now as it was a century ago. There were seventeen companies of regular troops, of 120 men each, mostly Europeans, "except some Topazes, or Catholic Indians dressed in the European fashion;" and 3,000 sepoys, with an inferior European officer to command each company. At Surat, the Company maintained a small corps of Arabs from the Persian Gulf. The Arabs were "in such high reputation in India for their

Slave Market at Bombay.

The Bombay Army, 1763.

courage that every raja desires to have some in his service." The artillery at Bombay, consisting of three companies, was in very good condition, "owing to the care of a Swede, whom the English sent out in 1752, and who brought with him a company of gunners whom he had raised in Germany. Bombay was thus furnished with a good number of able workmen, chiefly masons and carpenters. These Germans likewise engaged many of their countrymen to leave the Dutch, and enter the English service."

Forbes's account of Bombay —1766 to 1784.

James Forbes, the author of the "Oriental Memoirs," arrived in Bombay in 1766 as a writer in the Company's service and remained 18 years in India. The establishment, he says, was then "on a smaller scale than at present"—his book was not finished till 1812—"especially in the military and revenue departments; the latter was always inadequate to the expenses." He, too, speaks of the climate as healthy and pleasant. "The English houses at Bombay, though neither so large nor so elegant as those at Calcutta and Madras, were comfortable and well furnished; they were built in the European style of architecture, as much as the climate would admit of, but lost something of that appearance by the addition of verandas or covered piazzas to shade those apartments most exposed to the sun. When illuminated and filled with social parties in the evening, these verandas gave the town a very cheerful appearance: but since I left India, the town houses have been almost deserted by the English, who reside entirely at their country villas; the gentlemen only go to the fort in the morning to transact their business; devoting the evening to domestic pleasure and convivial meetings at their garden-houses. The large bazaar or the street in the black town within the fortress, contained many good Asiatic houses, and shops stored with merchandize from all parts of the world for the Europeans and natives. These shops were generally kept by the Indians, especially the Parsees; who, after paying the established import customs, were exempted from other duties." "As far as the climate permits, the English fashion in houses, equipage

and dress, is generally adopted: very few ladies or gentlemen kept European servants; the former were better served by young female Malabars, trained by themselves; and by negro or Malabar boys, who were our favourite personal attendants; while the upper servants were usually Mahomedans and Parsees. Our clerks and writers were mostly Hindoos, who, from being liable to so many religious and ceremonial pollutions, were seldom domestic servants." At the present day, hardly any Europeans have Parsees as domestic servants, and not many Mahomedans; there being no difficulty now in obtaining the services of Hindoos (mostly Soortees) for almost any kind of house work. It is curious that Forbes makes no mention of the employment, now so common, of Indo-Portuguese, as butlers and cooks. In speaking of the habits and manners of the English inhabitants, Forbes says:—"When I arrived there, most things were on a pleasant medium between the evils of Fryer's period, and the present refined and luxurious mode of living; comfort, hospitality, and urbanity, then characterized the settlement." There is a note of regret struck here; and elsewhere he quotes with evident approbation a letter, dated 1784, from a "very discerning friend" in this city, who wrote to him (Mr. Forbes himself was then at Broach):—"I know your partiality for Bombay, but in my opinion it is no longer the same place. I allow that the little Presidency has become very gay and lively, and I have passed a few weeks here with much satisfaction; but at all the pleasures and entertainments, I could not prevent the thought from obtruding itself, that the high polish had debased the material, and you too plainly see all the more valuable ties of friendship and affection sacrificed to an ostentatious vanity which awkwardly endeavours to assume their semblance." On returning to Bombay the same year, Mr. Forbes "observed a great variation in the society and manners at Bombay. A constant fluctuation by the removal of the civil and military servants from one settlement to another, the influx of strangers in a large seaport town, with other local

Change of manners in Bombay.

circumstances, always occasioned some change in society; but whether from an extension of the military establishment, a considerable increase in the female circle from Europe, or from what other cause I know not, there was a material alteration in the English character of the Presidency. Etiquette, ostentation, and formality had too generally supplanted the urbanity, friendship, and conviviality so delightful in former times." Mr. Forbes evidently mourned over the merry meetings and the friends of his youth. What would he have said had he lived to witness the stately stiffness of social manners in modern Bombay, where hospitality is an extinct virtue? The Anglo-Indians here have become in dress and love of formality more English than the English themselves; even the white jacket, in which men used to sit at ease at Bombay dinner tables up to about twenty-five years ago, being now rigidly banished from society, and the English dress-coat substituted for it. The price of provisions had nearly doubled in ten years, owing, says Mr. Forbes, to the constant increase of the population; and he complains of the badness of the times for the civil servants, who were now disposed to envy the chances in war of the military.

Bishop Heber says little about the mode of life in Bombay, though his delightful "Narrative" contains what is even now the best account extant of the town and the places of interest in its neighbourhood. We shall draw largely upon it in the chapter which we have specially devoted to a description of new Bombay —and to which also belongs the history of the improvements made in Bombay during the last ten or twelve years. From the close of Mr. Elphinstone's administration (1827) to the commencement of Sir Bartle Frere's (1862), there is little to be said concerning Bombay beyond what has been already recorded. Sir John Malcolm, about whose rule there are some queer traditions current, was a voluminous writer, and must, we should think, have left some interesting private correspondence throwing light on the society and manners of the place; but it is beneath the dignity of his biographer, Mr. Kaye, to notice such trifles, and all we can glean from his book is that Sir John passed most of his time in

quarrelling with the judges,[1] though he did two good things—he made the Bhore Ghaut Road and invented Mahableshwur.

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[1] The feud between the Company's servants and the representatives of English law in Bombay was of ancient standing. The Court of Directors in 1670-71 sanctioned the introduction by Governor Aungier of trial by jury into the courts of justice, agreeably to English law, but "declined engaging a judge versed in civil law, being apprehensive that such a person might be disposed to promote litigation, and probably might not obey the orders which the president and council might find it for the interest of the court to give him." In 1675-76 (Feb. 8), the president in council at Surat, writing to the governor of Bombay and his colleagues (then subordinate to the Company's Surat settlement), directed that the alleged suicide of the purser of the ship Mayboome should be referred for investigation to "the court of judicature at Bombay according to law," and that the same course should be adopted in all similar cases, adding, however, that "as we desire that justice may be done, so we would have you take care that vexatious suits and contrivances by common barristers to disturb the quiet of good people may be discouraged and prevented, and let the judge know from us that we expect he maintain the gravity, integrity, and authority of his office, and that he doth not bring a disrepute on the court of Bombay, by lightness, partiality, self-seeking, or countenancing common barristers, in which sort of vermin, they say, Bombay is very unhappy." It is right to mention that it is more than doubtful that any of the legal practitioners who were in Bombay at that time had been admitted as barristers by the Inns of Court in the British Islands. In 1675, a person, whom the Rev. Philip Anderson describes as "a pompous attorney," was, according to Fryer, "ordered to impeach" Captain Shaxton before "a select court of judicature for abetting mutinous conduct of his soldiers," and accordingly, "with some borrowed rhetorick, endeavoured to make him appear a second Catiline." It is not likely that this state prosecution would have been entrusted to an attorney, if there had been then a duly accredited barrister in Bombay. Dr. St. John was in 1683-84 sent to Bombay with a commission from the king as judge in admiralty. In transmitting a copy of it to the Bombay government, the Court of Directors directed that his salary should be £200 per annum, and that he should "have the accommodation of his own diet at the governor's table" and should take his place there "as second," but they added that "all other judicatures upon our said island are to remain in the same condition and order as they now are, and under the management of the same persons, until you receive our further orders, after we have an account from you of the good deportment of the said doctor." Dr. St. John complained of this to Sir Leoline Jenkins, Secretary of State, but the Company retorted upon him that he had taken part with some interlopers, so he never seems to have had any jurisdiction, except that in admiralty, the other courts being filled by servants of the Company. In 1695 Sir Josiah Child, governor of the London company, disapproved of the course taken by Mr. Vaux in administering the law of England in Bombay, and observed that the English laws were "a heap of nonsense compiled by a few ignorant country gentlemen," and that his orders, not the laws of England, should be the rules by which Mr. Vaux ought to abide. In 1726 a charter was granted, constituting a mayor's court in Bombay, consisting of a mayor and nine aldermen, with jurisdiction to try suits according to English law, and this charter was renewed in 1753, with a reservation, in favour of the natives, of their own laws and customs. In 1798 Parliament established at Bombay, in lieu of the mayor's court, a court consisting of the mayor and three aldermen and a recorder, "who should be a barrister of England or Ireland." The celebrated Sir James Mackintosh, who came out as recorder in 1803, seems to have had a very easy time of it, for he lived with the Governor at Parell, and only went down to the Fort

The most important change of the last fifty years has been the great increase in the numbers of the independent European population, and, consequently, in the influence of the English newspapers published at Bombay. The merchants felt themselves strong enough to establish a Chamber of Commerce in 1836, which has since taken a considerable share in the formation of public opinion and the direction of affairs. At a farewell dinner given him by the Byculla Club in 1879, the late Honourable James Gibbs, late member of the Viceregal Council and then a retiring member of Council of the Governor of Bombay, bore testimony as follows to the growth of public opinion in Bombay during the period of 32 years over which his personal reminiscences extended :—

Bombay Chamber of Commerce, 1836.

> Gentlemen, in those days the Supreme Court, which is now represented by the Ordinary Civil Jurisdiction of Her Majesty's High Court, instead of requiring three Judges to sit from 11 till 5, to listen to the arguments of an Advocate General and 37 barristers, instructed by 49 solicitors, managed to keep up with great difficulty one court between the hours of 12 and 3, not every day in the week, to listen to the arguments of an Advocate General and 7 barristers, the whole of whom had to be instructed by 9 attorneys. Again, in those days, gentlemen, we had no Municipal Commissioner to go to untold expense to bring us Vehar or Tulsi water, to drain our town, or light our streets. There was an ancient and venerable body called the Bench of Justices which I find to have consisted of 32 Europeans and 20 natives, to whom was entrusted the sanitary condition of Bombay. The result was, as I have heard the Chairman in the days when I first came out say with a considerable degree of satisfaction, "we had only 70 deaths from cholera yesterday, and that was a fair average, for we had ninety a few days ago, and 20 one day last week." That was the sanitary state of Bombay in those days. With regard to the mercantile community, I may say that the Chamber of Commerce in those days consisted, I think, of 22 European and 8 native members. Their work was evidently not very important, for I have

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once or twice a week to transact judicial business. In 1823 the Supreme Court was substituted for the recorder's court, and the jurisdiction claimed by the chief justice over British subjects beyond the limits of the presidency town brought him into conflict with Sir John Malcolm. The feeling of antagonism between the Company's executive officers and the judges, to some extent, lasted till the Queen took over the direct government of the country in 1858, and in 1862 formed the new High Court by a junction of the barristers' Supreme Court at the presidency town with the Chief Court established by the Company for the trial of suits in other parts of the presidency. (See, for a full history of the courts and tenures of Bombay, the elaborate and interesting judgments of Sir Michael Westropp, *Naoroji Beramji v. Rogers*, High Court Reports, Vol. IV., Part I. ; *Sec. of State for India v. Bombay Landing and Shipping Co.*, Vol. V., Part I.; and *Lopes v. Lopes*, Vol. V. Part I.)

not been able to find a remnant even of a report. I have no doubt, however, that they took among themselves sage counsel and advice about the trade which has caused that trade to prosper and Bombay to become what it is now, one of the first, if not the first, of the merchant cities of India. While on this topic I would mention that in going through an old calendar I found a table of exchange, at the head of which the rupee was stated to be worth 2s. 2d. (laughter), and curious enough I found the compiler of the table never expected exchange to go down below 1s. 8d. I have, however, during the last 30 years known the exchange above the one limit and below the other. The banks I think in those days, the Exchange Banks, were two to eight at the present time. But one of the points which I think particularly worth notice related to the pabulum of information which in those days we received at our breakfast tables. There was one daily newspaper supported by two bi-weekly ones. The daily paper extended by degrees in size and improved vastly in other particulars, is now known familiarly to all of us as the *Bombay Gazette*. The two bi-weekly papers, then called the *Courier* and the *Bombay Times*, after divers and sundry transmutations and transmigrations, were finally formed into another daily paper, at the present time the well known *Times of India*. Gentlemen, I had no knowledge of the internal economy of either of our daily papers at the present time, but I have some idea that they cost each of the able editors a great deal of time and trouble. I believe, also, that the collection of the information which we read day by day in their columns costs a great deal of money. I only know that in those days the editor of the *Gentleman's Gazette* was a very mild, very elderly person, who went about in a *palkee*, dressed in white garments including a short jacket, from office to office to acquire any information he could in order to fill the next day's issue, and I am sorry to say that he often got such information that he not only filled the next day's paper, but he had on the following day generally to contradict what had appeared the day before. Gentlemen, these are a few of my recollections of 32 years ago. I could go on multiplying them, but will not. I have, however, ventured to take up so much of your time in relating them in order that you may with me have an appreciation of the enormous strides Bombay has made during that time. I think I may safely say that in no city in India has public opinion so much force and so much value as it has in Bombay. I am aware that a late able member of the Bar said that public opinion is not to be found in India. It may not have been found to any great extent in his day, perhaps; but I think at the present time it will be admitted by all that public opinion in Bombay has a very great effect. It has a great effect in turn on Government and on the people, and I am quite sure that the effect of public opinion in Bombay is certainly being felt in England.

Non-Official Europeans.

Notwithstanding, however, their numbers, intelligence, wealth, and public spirit, non-official Englishmen in Bombay are still as rigidly and jealously excluded from the service of the State as they were in the era of the Company's rule. The Covenanted Civil Service, which is recruited

annually from England with candidates selected by competitive examination, holds possession of all great offices of emolument or power, is as tenaciously exclusive as the old East India Company was. A few natives are occasionally admitted into its ranks, and a Public Service Commission was appointed by the Government of India to inquire into the Covenanted Civil Service with a view to devising a scheme of thoroughly opening the service to the natives and to do full justice to their claims to higher and more extensive employment in the Public Service; but no Englishman not belonging to the privileged class of Civil Servants is permitted to poach on their preserves. Non-official Englishmen in Bombay are allowed to hold public meetings, they have the liberty to know, to utter, and to argue freely through the press, and they are encouraged to form Volunteer Rifle Corps; but the administration of the Presidency remains as pure a despotism as that of Russia or Turkey.

II.—POPULATION.

Growth of the Population since 1662.

The population of Bombay numbered in 1872, according to the Census taken in that year, 644,405 persons. A previous census, taken in 1864, gave 816,562 as the number of the population. The falling off in the interval is accounted for by the emigration from Bombay of the swarm of adventurers and labourers from all parts of India and from abroad, who were attracted to the city by the speculative enterprises and the high prices of labour which marked the season of unexampled prosperity enjoyed by Bombay during the American war. Bombay is still, however, more populous than Calcutta or Madras, and in point of numbers is entitled to the rank of the second city in the British Empire. In 1662, when the island of Bombay came into the possession of the English, the population did not exceed 10,000. In 1716 it was estimated at only 16,000 souls; in 1816, the result of a census taken by Government gave the following numbers:—

British, not military	1,840
Ditto military and marine	2,460
Native Christians, Portuguese and Armenians	11,500
Jews	800
Mahomedans	28,000
Hindoos	103,800
Parsees	13,150
Total	161,550

This statement does not, however, include the floating population, computed to number about 60,000. During the last half-century, therefore, the population has increased threefold.

The disproportion between the sexes, as shown by the census, is extraordinary, there being 399,716 males to 244,689 females; and it is partly attributed, probably with good reason, to the fact that the census was taken in the winter months of the year, "when the fixed population is annually much augmented by an influx of men who come from their villages for the purposes of trade and in search of service, and who do not bring their wives and families with them." (Dr. Hewlett's *Census of Bombay*.) The Soortees (or people from Surat) and Indo-Portuguese, too, from among whom the class of domestic servants is chiefly recruited, hardly ever have their wives with them. But it may also be suspected that so great a disparity in the numbers of men and women as appears in the census must be due to inaccuracy in the returns. For the difficulty of taking an accurate census of such a city as Bombay is such as is not met with in any European city. The "natives," always suspicious of almost any official act, look upon the numbering of the people as being in some way connected with the levying of a fresh tax, and for a few days preceding that on which the census has to be taken, they are known to leave the town in large numbers. A fresh Census was taken in February, 1881, under the authority of the Government of Bombay. The total registered population amounts to 773,196, that is, an increase within the past decade of no less than 128,791; though, it is interesting to note, during the same period the population of Calcutta has remained stationary, and that of Madras has fallen off. The last Census gives 150·68 males to each 100 females. The number of inhabited houses in Bombay is put at 28,310, of uninhabited dwellings at 1,502, and of 1,722 out-houses, and having regard to the total population this should give 24 individuals for each house and out-house.

The motley character of the Population.

Nowhere else probably in the world, not even in Alexandria, are so many and such striking varieties of race, nationality, and religion represented as in Bombay. Not only is there

great diversity of type among the Hindoos—the Banian of Guzerat differing as widely in appearance and manners from the Mahratta of the Deccan as the Englishman differs from the Italian; not only do the Mahomedans include, besides Indian Mussulmans, many Afghans, Persians, Arabs, Turks, Malays, Chinese, and Abyssinians; not only are colories of Jews and Armenians to be found among this motley population; but the city is the head-quarters of the thriving and prolific race of Parsees, and contains many thousand Indo-Portuguese inhabitants. To crown all, there are the European inhabitants, engaged either in the service of Government, or in professional or mercantile pursuits—a class of the community not strong in numbers, but supreme in political and social power. The population is officially classified under the following heads :—

Statement showing the population of the City of Bombay by religion and by sex.

CENSUS OF 1891.

	Hindoo.	Mussalman.	Jains.	Christian.	Parsees.	Jew.	Budhist.	Atheist.	Agnostic.	Brahmo.	Total.
Males ..	3,45,815	95,065	19,317	30,437	24,705	2,590	137	11	4	12	5,18,093
Females.	1,97,461	60,182	5,908	14,873	22,753	2,431	53	5	2	3	3,03,671
Total...	5,43,276	1,55,247	25,225	45,310	47,458	5,021	190	16	6	15	8,21,764

At the Census of 1881 the population stood at 773,196, making an increase of only 48,568 in ten years, which proved very much below what was anticipated.

The Jains.

The Jains, together with the Brahmins, Lingaets, and Bhattias, comprise the castes which religiously abstain from eating meat, and it will be seen that they form only 8 per cent. of the total population. The religious tenets of the Jains resemble closely those of the Buddhists. They worship images, but do not recognize the Brahminical division of castes, and, being believers in the transmigration of souls, they will not destroy animal life in any form. They are a wealthy sect, amassing much money in trade, and have numerous and costly temples, rich with gilding, gems, and statues of marble, at Girnar and Palitana in the peninsula of Kattywar, and at Mount Aboo in Northern Guzerat.

The Brahminical Hindoos.

The orthodox Hindoos, who are under the control of the Brahmins, and who form three-fifths of the total population of Bombay, may be separated into the two grand divisions of worshippers of Vishnoo (the Preserver), and worshippers of Shiva (the Destroyer), the second and third persons of the Hindoo Trinity. "The adherents of Shiva mark their foreheads horizontally, and those of Vishnoo perpendicularly, which should be renewed every morning, and, if attainable, by a Brahmin" (*Hamilton*). Vishnoo is, however, only known popularly through his incarnations, Rama and Krishna, who, with Vishnoo's wife, Luxshmi, are the favourite deities of by far the greater number of Hindoos in Bombay. Krishna is a frolicsome deity, whose amours are the theme of innumerable songs and dances; and the immoralities practised among some of his special followers—the Bhattias, who accept their priest literally as an incarnation of the Deity, and rejoice to submit their wives and daughters to his embraces—were exposed in a notorious trial that took place in Bombay 25 years ago. The elephant-headed god Gunputtee is also very generally worshipped. Shiva in like manner, is not personally adored; his devotees pay their worship chiefly to his consort, Kali, who under the name of Bhowanee was the patroness of the Thugs, and under the name of Parvatee has a celebrated temple dedicated to her honour on the rock overlooking Poona, from which Bajee Rao, the last of the Peshwas, is said to have witnessed the defeat of his army and the overthrow of his dynasty by the English on the plain of Kirkee.

The Banians.

Next to the Brahmins, the most important class among Hindoos, and that best known to Europeans, are the Banians, among whom the Bhattias may be included. The early English voyagers seem to have applied this name to all classes of Hindoos indiscriminately. Ovington, for instance, who made a voyage to Surat in 1669, speaks only of three divisions of natives, the Moors (Mussulmans), Banians (Hindoos), and Persies (Parsees); and, with

regard to the Banians, he says bitterly :—"They are mainly addicted to prosecute their temporal interest, and the amassing of treasure; and therefore will fly at the securing of a pice, though they can command whole lakhs of rupees. I know those amongst them computed to be worth £100,000, whose service the prospect of sixpence advantage will command, to traverse the whole city of Surat." Yule, in one of his valuable notes to *Marco Polo* quotes a saying current in Surat in 1672, that it took three Jews to make one Chinaman, and three Chinamen to make one Banian. Properly speaking, however, according to Hamilton, "the Vaneeya are a numerous tribe of Hindoos in Guzerat, named Banians by the English, and are separated into many sub-divisions, besides the Aaricks, or seceders from the Brahminical doctrines. They are all of them merchants and traffickers, and many of them travel to parts very remote from India, where they remain from one to ten years, after which they return to their wives and children. Many also finally settle in the towns of foreign countries, where their descendants continue to speak and write the Guzerattee tongue, which may be pronounced the grand mercantile language of Indian marts." The Banians appear indeed to have had in their hands from the earliest times the control of the foreign commerce of India with the countries bordering on the Persian Gulf and the Indian Ocean; and to this day the trade of the whole East Coast of Africa, as well as of Southern and Eastern Arabia, is principally managed by the Indian agents, at Zanzibar, Muscat, and other ports, of the great Banian firms of Bombay. These people, many of whom are Jains, have the utmost veneration for animal life, so much so that they will not kill even any kind of vermin; and it is not an uncommon sight in Bombay to see a Banian carefully laying grains of sugar along the walls by the roadside for the ants to eat, or picking up worms and caterpillars and depositing them in pots to be sent to a safe place to prevent them from being trampled upon. They support in various parts of the City pinjrapoles, or asylums for all kinds of old, homeless, or diseased animals.

The Marwarees.

The Marwarees may be regarded as a Central Indian variety of the Banians. They are bankers and money-lenders, and a large proportion of the inhabitants of Bombay, and of all Western India, are constantly in their debt. They come from Marwar from which they derive their name.

The lowest and most numerous class of the population consists of the coolies, who are fishermen or labourers, and who may be regarded as the aborigines of the island, and, indeed, of all the coast districts of Guzerat and the Concan.

The Coolies.

The distinction of race and character between the people of Guzerat and the Mahrattas is still best marked by the prevalence of Guzerattee as the commercial language of India. The Mahratta language has for its northern boundary on the coast the river of Damaun, a Portuguese settlement 108 miles north of Bombay; and it prevails as far south as the confines of Goa. Inland its limits are the river Taptee on the north and the Kistna on the south. But in Bombay and other great towns Guzerattee is the language of trade. Dr. Wilson infers from "the numerous and magnificent Buddhist remains of Western India" that Buddhism had, about 200 B.C., been preached with remarkable success throughout the Mahratta country. Nowhere in India, however, are the people now more devoted to the Brahmins. Shao, Sivajee's grandson, when asked by a Rajpoot prince what he had done for the Hindoo religion, said he had conquered Hindostan as far north as the Jumna, and given it to the Brahmins. The boast turned out literally true, for the Brahmin family of the Peshwas set aside Sivajee's descendants, and became the supreme rulers of the Mahratta confederacy. Dr. Wilson describes the Mahrattas as a shrewd, intelligent, hardy, and active people. "They have their own popular gods and demons, in addition to the principal deities of the Hindoo pantheon, and are generally enthusiastic in their worship, being at the same time fond of religious pilgrimages," especially to the source of the Gunga, or Godavery, above Nassick, and Punderpore. "They are noted for the observance of the most public of the festivals, as the Daseera and Holee. Their peculiar religious feelings have been much excited and sustained by the poets of their own provinces, especially Tookaram." The Mahrattas have no commercial genius; few of them are traders or merchants; before

The Mahrattas.

the English conquest they used to be warriors, politicians, shepherds, and cultivators of the soil; now, those of them who live in towns are chiefly lawyers, clerks, and writers in public offices, and, among the lower class, grooms and coachmen. They are a darker and less good-looking people than men from the country to the north of Bombay, and their habitations are usually one-storeyed huts instead of the lofty handsome buildings which suit the more luxurious Guzerattee taste.

The Mahomedans.

The Mahomedans, forming one-fifth of the population, are divided here, as elsewhere, into the two great religious sects of Soonees and Sheeahs, the former comprising the orthodox believers, who accept the historical succession of Caliphs after Mahomed, through Abubeker, Omar, and the Ommeiade Caliphs of Damascus, while the latter espouse the cause of Ali, the fourth Caliph, and his sons Hassan and Hoosein, who were murdered by their Ommeiade rivals. The Turks and Arabs are the principal Soonee, and the Persians the principal Sheeah nation. In Bombay the Soonees predominate. The Sheeahs include the well-known caste of Borahs, travelling dealers in all kinds of goods, who are known to every Indian household. Hamilton describes them accurately as "that remarkable race of men named the Boras, who, although Mahomedan in religion, are Jews in features, manners, and genius." The Khoja Mussulmans, who reverence as their spiritual chief the present descendant of his late Highness Aga Khan, a refugee from Persia, claiming to be the modern representative of the prince known in the time of the crusades as the head of the assassins, or the Old Man of the Mountain, are also Sheeahs, and there are besides numbers of Persians, usually, but incorrectly, styled Moguls in Bombay.

Soonees and Sheeahs.

The Soonees comprise Arabs, Turks and the Indian Mussulmans of the Concan (or plain country between the sea coast of Western India and the foot of the Western Ghauts). Their numbers vary greatly during the year, as Bombay, being now the chief port for pilgrims going to or returning from Mecca, is the

resort of many thousands of Mussulman strangers during the pilgrim season, which lasts through the cold weather. Dr. Hewlett mentions in his Census Report of 1872, that "no one entered himself as a disciple of Syud Ahmud, of Patna notoriety, who introduced Wahabeeism into India;" but there are, no doubt, a few Wahabees, the puritans of Islam, in Bombay, where, according to Dr. Hunter (see his *Indian Mussulmans*) the gospel of this dangerous political sect, which seeks to revive Mahomedan fanaticism in all its early fervour, was first preached. Dr. Weir in his Census Report for 1881, says "there are amongst Muslimin in Bombay small bodies who hold peculiar opinions; there is one sect, of Hyderabad prominence, who have a burying-place at Mazagon, and who call themselves Ghair Mahdia, and who proclaim that the Mahdi has come (Amada Guzashta); when I first mentioned the existence of this sect to some well-known citizens, they doubted, till they made inquiries, that such a sect existed."

The Parsees.

The Parsees form but a small proportion, numerically, of the population, but their business-like energy and activity, their freedom to a great extent from caste prejudices, and the readiness with which they have taken to the use of the English language, have secured to them a prominent and influential position in the community. Their history is well known. After the conquest of Persia by the Mahomedans in the seventh century, a small remnant of the "fire-worshippers," who disdained to change their religion, went into voluntary exile. They first took refuge at Ormuz, in the Persian Gulf, where they are said to have learnt the art of ship-building, afterwards so useful to them; and after some years they migrated to the coast of India, landing at Diu, on the coast of Kattywar. From Diu, where they did not prosper, they went to Sanjan in Guzerat, and were hospitably received and allowed to light their sacred fire by a Hindoo prince named Jadoo Rana. From this place, as their numbers increased, they resorted to the principal towns of Guzerat, and settled in the country, adopting the Guzerattee language, and many Hindoo customs. Their exceptional prosperity as a race seems to date from the advent of Europeans by sea to India. The Parsees, having no prejudices against the strangers, made themselves useful as brokers and interpreters between the Europeans and the natives. They especially attached themselves to the English, and in Surat many of them had, two centuries ago, acquired considerable wealth in trade and become persons of conse-

quence. When Bombay was ceded to England, there was only one Parsee on the island; but, as Bombay rose in importance and finally superseded Surat, the Parsees followed the fortunes of the English to this city, the first settlers having been, it is said, about 100 years ago, invited as skilled shipbuilders to manage the Bombay Dockyard. They have since become famous for their commercial enterprise and public spirit; and a large portion of the trade of Bombay is entirely in their hands. One Parsee citizen, Sir Jamsetjee Jejeebhoy, was honoured, twenty-five years ago, with a baronetcy on account of his numerous and munificent charities; another, Sir Cowasjee Jehanghier, was subsequently knighted for a similar reason; and yet a third, Sir Dinshaw Manockjee Petit, has similarly been honoured, being knighted in 1887, and created a Baronet in 1890. The Parsees are a prolific race, and their numbers are rapidly increasing. The lower classes among them are smart shopkeepers and good mechanics. They are especially skilful in carpenters' work. Most of the hotels, mess agencies, and liquor stores throughout India are now owned and managed by Parsees. Of late the Parsees have been distinguishing themselves in cricket. Referring to their successes Lord Harris, speaking at a cricket dinner at Poona in September 1890, said:—"Cricket is now pursued by all nationalities in India. The Parsees had been successful against various clubs, and had also beaten an English eleven. The Parsees had advanced in a remarkable way, and might at the present time be classed with the Philadelphians." Lord Harris anticipated that when the Parsees visit England next year they would be as good as an English County Gentlemen eleven.

The Indo-Portuguese.

Most of the Native Christians in Bombay are Indo-Portuguese, descendants of intermarriages between the first European settlers in Western India and the natives. They dress in the European fashion, and wear the tall black hat instead of a turban. They are not a very active or progressive class of the community, and seem to be content to provide Europeans with clerks, cooks, and butlers.

The Jews.

The Jews resident in Bombay have come chiefly from Mesopotamia. The principal family amongst them are the Sassoons, who founded the well-known house of David Sassoon and Co. in Bombay about forty-three years ago. Mr. David Sassoon's eldest son, Sir Albert Sassoon, was knighted in 1871, in recognition of his own and his father's charities.

III.—TRADE AND INDUSTRY.

The Early Trade of India.

"Of all the divisions of Asia," says Heeren, "the southern, containing the territory of Hindustan, is distinguished by the richness and diversity of its productions. Here we not only find (with very few exceptions) all the products of the other parts of civilised Asia, but so great a variety peculiar to its own climate, that it would appear as if a new and more beautiful creation had sprung up under the hand of Nature. Nearly all the spices, which become necessary to mankind in exact proportion to the progress of luxury and refinement, have at all times been peculiar to this region, while two of the most important articles used in clothing, viz., cotton and silk, were first produced here, and continue to be so in an especial degree, though their cultivation has been gradually extended to other countries." The desire for intercourse with a country possessing so many and such rare natural advantages has supplied from time immemorial the chief stimulus to the commercial enterprise of other nations. The Arabians are credited by many authors with having been the first to dare the perils of the sea, and fetch the products of India for sale in the markets of the West; and no doubt the Arabians have been known from the earliest historical times as bold navigators and skilful merchants. The configuration of the peninsula of Arabia, with its great interior desert and the strips of fertile territory along its extensive sea coasts, and the narrowness of the gulfs separating it on one side from Africa, and on the other from Persia and India, naturally tended to make the Arabians a seafaring people. Again, the Phœnicians, the first traders in the Mediterranean, were a kindred people to the Arabians, and numerous references in the Hebrew scriptures show that these two nations held the keys of the commerce between the West and the East, and exchanged, by means of caravans crossing the desert from the heads of the Gulfs of Persia and Suez to Tyre and Sidon, the spices, ivory, gold, and fine stuffs of India and China for the iron, tin, lead, bronze, and silver of Europe. It is, however, more than probable that a considerable part of the trade on this side was directly in the hands of the Indians themselves,

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though one cannot say how much Arab blood there may have been in the early settlers on the western coast of India. The antiquity of piracy on the coast of Malabar and Guzerat proves that not only had ancient India an extensive commerce, but she could supply a breed of daring corsairs to get their living by plundering it. That the Indians were in the dawn of history, enterprising navigators, may be inferred from the Sanscrit names of various places along the southern coast of Arabia, including the island of Socotra, and from the early settlement of Indian colonies along all the borders of the Indian Ocean and its narrow seas, "as far south," says Dr. Wilson, "as the latitude of Madagascar," and probably at one time as far north as Bussorah. When Niebuhr was at Mocha in 1762, he found many Banians there, whom he describes as "considerable merchants, and very honest men." This connexion must have subsisted for ages, and indeed the theory is a plausible one that the origin of even Egyptian civilization may be traced to the conquest of Egypt by Indian colonists. Be this as it may, it is incontestable that the science of ocean navigation was developed in the eastern seas long before its rudiments were known in Europe. The *Audax Iapeti genus* were content to make coasting voyages in the Mediterranean and round Spain to the British Isles for centuries after Arabians, Indians, and Chinese had been engaged in a foreign trade of a much more venturesome character. Possibly, the tradition is true that the discovery of the direct passage across the Indian Ocean from Aden to the coast of Guzerat was made by a sailor whose boat was caught in the south-west monsoon, and carried across in spite of all his efforts to return. In any case we may reasonably suppose that the regularity of the seasons out here—the wind blowing steadily during four months of the year from the south-west, and during nearly all the rest of the year from the north-east—soon suggested the practicability of undertaking long voyages, as a fair wind could be counted on both in going and returning. During the middle ages, the superior enterprise and military power of the Arabians, Egyptians, and Persians gave them the complete control of the Indian trade and, although it is recorded that the pilots of

the early Portuguese expeditions across the Indian Ocean were natives of Guzerat, yet the Portuguese writers speak of the commerce of Western India as being, at the end of the sixteenth century, wholly in the hands of "the Moors." According to Lafitau, this commerce "almost entirely passed by fleet or caravan through the territories of the Sultan or Caliph of Egypt, who had Syria as far as the Euphrates, and part of Arabia. He took at least five per cent. on goods in his own ports, and got at least double this amount from the Venetians, Genoese, and Catalans in the Mediterranean." These were his principal revenues, and the interruption of the Indian commerce by the Portuguese—who waged a merciless warfare at sea against "the Moors" and would be satisfied with nothing less than the complete monopoly of the trade—"ruined him and his subjects." The Egyptian Sultan appealed to the Pope to put a stop to the encroachments of the Portuguese, but of course Rome rejoiced in the successes of these champions of the true religion. The Sultan then (1507), aided, it is said, by the Christian powers of the Levant, who were alarmed at the prospect of losing the profits of the trade with the East, fitted out a fleet in the Red Sea, which sailed across the Indian Ocean to the coast of Guzerat and at first had some successes against the Portuguese, but was in the end disastrously beaten. The Egyptian efforts to recover a share of the Indian trade were brought to an end by the Turkish conquest of Egypt in 1517, and the valuable commerce of the East with Europe was diverted for more than three centuries to the route round the Cape of Good Hope, though it has now been restored to its ancient channel by the opening of the Suez Canal.

Barygaza (Broach) is mentioned in the Periplus as the chief port of this side of India. From Barygaza one great highway of trade led through Ocjein to Palibothra (Allahabad), while another penetrated into the Deccan, the capital city of which was then (2nd century A.D.) Tagara (Deoghur). Nassick is also mentioned in the itinerary of Ptolemy, the geographer, and Callian is spoken of in the Periplus as a port of inferior importance to Broach. The ships of small burden formerly engaged in trade did not require to lie in such a commodious

but exposed harbour as that of Bombay; and it would be more convenient and safer for them to run up the harbour and ascend the Callian river, where they could be protected from both storms and pirates. Some doubt has been expressed whether the description of Callian given in the Periplus and by one or two later writers does not belong to Quilon; but there can be no question as to the former greatness of Callian in the Concan, which, from its situation on a navigable river at the junction of the north-east and south-east roads up the Ghauts, would naturally become a place of resort for merchants from all parts of the Deccan. Fryer's testimony is quite distinct as to what Callian had been even up to the invasion and conquest of the Concan by the Mahrattas in the 17th century. The town had been taken by the Portugnese in 1535, but was not held by them, says Orme, "with a constant garrison," and it belonged to the Mussulman kingdom of Beejapoor when Sivajee seized it. Fryer, on his way to the court of Sivajee, stayed at Callian in April 1675, and he says of it:—"Early the next morning I left the most glorious ruins the Mahomedans in the Deccan ever had cause to deplore; for this city, once the chief empory, excelled not only in trade, but the general consequent, sumptuousness, if the relics of the stately fabrics may add credit to such a belief; which reliques, notwithstanding the fury of the Portugals, afterwards of the Mogul, since of Sivajee, and now lately again of the Mogul, are still the extant marks of its pristine height. The remaining buildings having many storeys of square-facing stones, and the mosques, which are numerous, of the same, abating little of their ancient lustre, being all watered with delicate tanks about which are costly tombs, with their distinct chapels or mosques." Sivajee had converted many of these mosques into granaries. "The houses the present inhabitants kennel in are mean; the people beggarly, by reason of these hostile incursions." Orme's conjecture is probably correct, that Callian remained till at all events the 16th century the immediate metropolis of Salsette, Bombay, Bassein, and all the adjacent country; but, as a trading port,

Callian the ancient port of Bombay Harbour.

it had been superseded by Tanna, as the increased burden of ships made it difficult for them to pass up the river. Certainly, the Arabian geographers make no mention of Callian, though they were familiar with a kingdom of Tanna. "The Concan," says Colonel Yule, "is no doubt what was intended by the kingdom of Tanna. Albironi (A.D. 1030) speaks of that city as the capital of Concan; Rashiduddin calls it Konkan-Tanna; Ibn Batuta, Kukin-Tanna." Marco Polo (13th century) gives this description of it:—"Tanna is a great kingdom lying towards the west, a kingdom great both in size and worth. The people are idolators (Hindoos), with a language of their own, and a king of their own, and tributary to nobody. No pepper grows there, nor other spices, but plenty of incense; not the white kind, however, but brown. There is much traffic here, and many ships and merchants frequent the place; for there is a great export of leather of various excellent kinds, and also of good buckram and cotton. The merchants in their ships also import various articles, such as gold, silver, copper, and other things in demand. With the king's connivance many corsairs launch from this port to plunder merchants. These corsairs have a convenant with the king that he shall get all the horses they capture, and all other plunder shall remain with them. The king does this because he has no horses of his own, whilst many are shipped from abroad towards India; for no ship ever goes thither without horses in addition to other cargo." These horses were shipped at that time principally from Ormuz in the Persian Gulf and from Aden, the latter being "the port in the Red Sea to which many of the ships of India come with their cargoes," and its Sultan, by reason of the heavy payments he received in port charges, "one of the richest princes in the world." Tanna was taken by the Mussulmans soon after Polo's visit. Friar Oderic, who sailed to Tanna from Ormuz in 28 days early in the 14th century, "describes particularly the martyrdom of four friars, which had happened there some time before his arrival; whose piety had

Tanna supersedes it as a trading port.

Marco Polo's account of the kingdom of Tanna and its trade.

led them to dispute before the Cadi of the town, and to tell him that his prophet, Mahomed, was in hell with his father, the devil, on which the governor executed them under excessive tortures, but was himself banished for his cruelty by the king of the country." The Portuguese, two centuries afterwards, amply avenged the friars. In Barbosa's time, just before the Portuguese conquest, "Tanna was still a place of many mosques, temples, and gardens, but the trade was small. There were still pirates doing business from the port, but on a reduced scale. Giovanni Botero says that there were the remains of an immense city to be seen, and that the town still contained 5,000 velvet weavers" (Yule). Tanna in its turn gave place, in the time of the Portuguese, to Bassein, though it still remained a considerable place. Under British rule it is a thriving suburban town, with a large population of native Christians. It used to be famous fifty years ago for the bacon cured there, but this branch of trade has died out. It still manufactures excellent cotton and silk goods.

Trade of Surat, 17th Century.

Surat, however, seems to have drawn to itself most of the trade of Western India with Europe within a century after the discovery of the passage round the Cape of Good Hope. The English settlement was established here in 1612, and Anderson, to give an idea of the business carried on by the factors of Surat, quotes from Bruce's Annals the statement that, in 1668, six ships arrived from England with goods and bullion to the value of £130,000. The next year 1,200 tons of shipping arrived with stock valued at £75,000. In 1670 came 1,500 tons of shipping; in 1672 four ships, with cargo and bullion valued at £85,000; and in 1673 stock and bullion were brought to the amount of £100,000. "With regard to particular articles of trade, indigo was in more demand than ever. Pepper, saltpetre, raw and wrought silks, to the value of £30,000 a year, calicoes to the value of £160,000, and various drugs, were exported to England. A trade in diamonds was chiefly confined to private dealers, who frequently made large profits. Con-

First Cotton Press, 1684.

siderable attention was already paid to the exportation of raw cotton, and so early as 1684 attempts were made to save freight by compressing it into bales with the aid of machinery. For this purpose the company sent out 'a screw or engine.' In 1697 there must have been one such machine in Bombay, as we have the Governor, on the 23rd of March in that year, writing to the President and Council at Surat :—" One of the nuts of our cotton screw being broken, we have in vain endeavoured to get a piece of timber in the country to make a new one. Therefore, do you send us as soon as possible one or two pieces of Cominba timber, in length 10 ft. 3 in., broad 2 ft. 4 in., and 1 ft. 2 in. thick." This extract is interesting, not only on account of the reference in it to the cotton trade, but because it shows how slender were still Bombay's resources, and how complete her dependence on Surat, even at the end of the 17th century. From the time (1708) when the two companies that had been fighting for the Indian trade were joined into one, a new system of trade was introduced, of which Mill (vol. III., chap. 1) gives a complete account. The Company's goods were from this time chiefly conveyed in hired ships, and the Company only kept " some swift sailing packets and a very few trading vessels. The articles of which the import trade chiefly consisted were calicoes and the other woven manufactures of India ; raw silk, diamonds, tea, porcelain, pepper, drugs, and saltpetre. The official value of their imports in 1708 was £493,275, and their average annual importation for this and the nineteen following years was £758,042. The Company exported lead, quicksilver, woollen cloths, hardware, and bullion, to the average amount, for the same twenty years, of £634,638, of which sum four-fifths was bullion." Owing to the confusion prevailing throughout India, the Company forbade its servants to distribute its goods in the interior ; this business was left to native and other independent dealers. For the purchase of goods for exportation, agents were employed. Warehouses or factories were built and fortified as places of deposit ; and the European agents made advances to the

System of Trade, 1708.

native weavers while engaged at work on the cloth they wanted. The cutcherry was, in the beginning, the place of business of the *gomastah* (a clerk or cashier) employed by the European agents to arrange with the employers of the work-people and fix the price of the cloth when finished. The whole course of trade was then very different from what it is now, the chief anxiety of the English being to invest in Indian manufactures.

The trade remained in the exclusive possession of the Company till 1813, private persons being only permitted to trade with the Company's licence. The Company's servants, however, had the privilege of trading on their own account. This monopoly did not benefit the Company, whose embarrassment constantly increased in spite of successful wars and commercial profits, and but for it the foreign trade of Western India would have been marked by a much more rapid rate of increase in the 18th century. What improvement did take place was at Bombay, which, being an English city, and having a good harbour with the only docks available for re-fitting large ships, soon began to outstrip the English settlement at Surat, a Mahommedan city on the bank of a river not navigable for ships of heavy burden above the port of Swally. Ship-building, however, continued to be carried on at Surat till late in the century, and in 1762, Niebuhr, who visited the city after leaving Bombay, speaks of it as still "the storehouse of the most precious productions of Hindustan. Hither is brought from the interior parts of the empire an immense quantity of goods, which the merchants carry in their ships to the Arabic Gulf, the Persian Gulf, the coast of Malabar, the coast of Coromandel, and even to China. The provinces near this city are full of manufactures of all sorts." Yet at that time all the ships from England sailed to Bombay, and the director of trade at Surat was only a member of the Council of Bombay. Bombay had also dependent on it the Company's factories at Bushire, Cambay, Honore, Calicut, and Bankote, as well as at Tatta in Scinde. Milburn (*Oriental Commerce*) admits that the decline in the trade of Surat became conspicuous from the time the Company got

Bombay gains on Surat.

possession of it (1759), and he adds:—"A considerable part of it has no doubt been transferred (1805) to Bombay; but whatever decay Surat may have suffered in commerce may be attributed to the subversion of the Mogul empire, the annihilation of that spirit of commerce which sprang from the innumerable wants of so rich and expensive a people, and the decrease of the lucrative trade to the Gulfs of Persia and Arabia, owing to the anarchy in which Persia is involved, and into which the Turkish dominions are sinking." Bombay appeared to Milburn, at the beginning of this century, to bid fair to be the most durable of the English possessions in India. From his *Oriental Commerce* we learn that the value of all the merchandise and treasure, except the Company's, imported into Bombay and Surat in the five years 1802-6 was £2,400,000, and of the exports in the same period £1,928,000, so that the average annual value of this trade was about £900,000 a year. The value of the goods and treasure imported by the Company in the seventeen years 1792-3 to 1808-9 was £5,304,120, and of the goods and treasure exported £2,851,006, giving a yearly average of £480,000. According to these figures the total trade was worth £1,380,000 a year. But in this sum is included all the coasting trade, and many articles are reckoned twice over. For instance, the piece-goods imported from Surat into Bombay are probably counted over again for the most part in the exports from Bombay to London and China. The trade with China was the most valuable part of the commerce of Bombay. The cotton exported to China in 1805 was worth Sicca Rupees 64,73,639, while that shipped to London was worth only Sicca Rupees 5,88,725.[1] In some seasons the export of cotton to China amounted to 80,000 bales of 375 lbs. each, or thirty million lbs.

Trade of Bombay at beginning of this century.

Cotton trade with China, 1805.

This cotton trade with China was but of recent date. It commenced about 1770. "A considerable famine, which happened at that period

[1] The exchangeable value of the Sicca Rupee was then 2*s*. 6*d*.

induced the Chinese Government to direct, by an imperial edict, that a greater proportion of the lands should be thrown into the cultivation of grain;" and the demand for cotton which then arose increased, till, it is said, "the scanty supply during the Mahratta war, the inattention to the quality, and the many frauds that had been practised," prompted the Chinese to grow cotton for themselves again. The annual export of raw cotton to China now is about sixteen million lbs. and twist and yarn nearly 55 million lbs. It is quite possible that the falling off in the Chinese demand about the year 1800 was due to the interference of the East India Company with what had been till then an open trade, for the result of this change was to nearly double the price of cotton wool. From China the chief articles of import were sugar and sugar-candy and piece-goods.

No English piece-goods imported, 1805.

No English piece-goods were imported into Bombay in 1805, though Milford mentions jacconets, checked and white muslins, fashionable chintzes for ladies, cotton counterpanes, and white handkerchiefs among articles suitable for the Bombay market. Copper, wines and spirits, cutlery, woollen goods, of which the Company were bound to export a certain quantity every year to India for the benefit of the English manufacturers, and which usually could not be sold except at a loss, were among the chief imports from London. The exports consisted of cotton, ivory, pepper, piece-goods, sugar and saltpetre sent round from Bengal, and occasionally Mocha coffee.

Private enterprise in Bombay, 1805.

Private enterprise had little or no chance in Bombay at a time when the Company and its servants had the pick of the trade; and Milburn gives the following as a complete list of independent European firms:—EUROPEAN HOUSES OF AGENCY.—Bruce, Fawcett & Co., Forbes & Co., Shotton & Co., John Leckie, S. Beaufort. WINE MERCHANTS AND SHOPKEEPERS.—Baxter, Son & Co., John Mitchell & Co., Wooller & Co., R. M'Lean & Co. The com-

Five European Houses of Agency, and four Wine Merchants.

manders and officers of the Company's ships employed Parsee dubashes or agents to manage their investments. The tonnage of the merchant ships, in 1811, was 17,593 tons, some of the ships carrying 1,000 tons, and the largest class could take a cargo of 4,000 bales of cotton. There was only one insurance office, the Bombay Insurance Society, with a capital of twenty lacs; but much underwriting was done by private persons.

Company's Trade with India thrown open, 1813.

Such was the commercial condition of Bombay a few years before Lord Melville carried through Parliament a bill abolishing the exclusive trade of the East India Company with India, but securing to it the monopoly of the trade with China for twenty years longer, an exception introduced because the Ministry were afraid of losing the revenue derived from duties on tea. The most important result of this legislation, so far as Bombay was concerned, was to develop the export trade to England in raw cotton and kill the export trade in piece-goods. The effect of the Act of 1813, and of that of 1833, which threw open the China trade and abolished all the Company's commercial privileges, may, therefore, be best shown by the statistics of the trade in raw cotton and cotton goods. Royle tells us that raw cotton does not seem to have been imported from India till 1783, when 114,133 lbs. were imported. In 1790, the Directors of the East India Company, at the instance of the manufacturers, imported 422,207 lbs., but the speculation did not answer. In 1809, at the period of the American Non-Intercourse Act, the Directors imported thirty million lbs., of which only 1,250,000 were used by the British manufacturers, and 3,250,000 exported to the Continent. This unlucky venture determined the Company to import no more, even when the American war broke out. "But after the peace, a general revival of trade took place, and as great an increase of the imports of cotton as from 60 to 90 millions of pounds in 1816. In 1817 to 1819, when excessive speculation prevailed, and prices remained high, large quantities of cotton, that

The Export Trade in Cotton since 1783.

is, 86,000,000 of pounds in 1818, were imported from India into this country; a larger quantity than at that time came from America, even with the assistance of 17 millions of pounds exported from Calcutta to America, for the purpose of mixing with American cotton, previous to re-exporting it to Europe. The failures which took place in Calcutta in 1820, in consequence of this over-speculation, are stated by Mr. Bruce to have been the first check experienced by the cotton growers of Bundlecund; at all events, the exports from Calcutta to this country amounted only to about 2,000,000 of pounds in the year 1822. The Indian trade did not recover itself even for the year of hazardous speculation (1825) in cotton and everything else: luckily perhaps, followed as it was by a commercial panic. About this time the exports from Bombay became considerable (v. E. I. C.'s Papers, p. 132), probably in consequence of the settled state of the interior. The exports from India generally began gradually to increase, but the price of cotton having sunk to under 6d. a pound in 1829, the imports of Indian cotton fell from 80,422 bales in that year to 35,212 bales in 1830. But as prices began to rise in 1829, so we find the imports beginning to increase, and amounting in 1832 to 109,285 bales. But as the rise in price in 1830 was immediately succeeded by a fall, so the imports began to diminish, and amounted, in 1834, to only 88,122 bales. But in the year 1832, a gradual rise took place in the price of American cotton, and continued to increase until the year 1836, when the average price of Upland cotton was 10½d. This rise, it is said, was caused by the operations of the bankers of the United States, for there was not at that time any falling off in the imports of American cotton; they were, in fact, nearly the same in 1836 as in 1835. Such a rise of price could not but be felt in India, and the imports of its cotton greatly increased, reaching in 1836 to 219,157 bales. The aggregate increase of the imports of cotton in the year 1836, amounting to 110,000 bales, were due almost entirely to India, as 100,000 bales of Indian cotton were imported in excess of what had been received in the year 1835. The transit duties were at this time abolished in the Bengal Presidency, and in

the next year in the Bombay, but not till 1844 in the Madras Presidency. The effects of this measure might have been expected to have been felt in the increased exports of Indian cotton, but 1837 was a period of great commercial distress, and the price of the raw material fell one-third, to the great injury of the exporters. The imports in 1838 amounted only to 108,879 bales. The slight increase of price which took place in that year gave an impulse to the exports from India, which continued to be in increasing quantities, but would, probably, soon have decreased, had it not been for the seizure of opium in 1839, and the consequent Chinese war. This prevented the exports of Indian cotton to China; and, therefore, that which had been brought from the interior was forwarded on to this country, augmenting the imports to nearly 275,000 bales, that is, higher than they had been in 1818, or indeed in any previous year; but here we have large imports with low prices, and an exception to what we have hitherto found to be the case, that is, small imports with such prices. The depreciation of 1840 was caused by a combination of great distress in the manufacturing districts with the occurrence of the then largest crop of American cotton. Distress, and the closing of mills, with failures, continued through 1841; but Indian cottons were largely consumed, and in some instances machinery, it was said, was adapted to their use. They were also much employed for mixing with American cotton. In the year 1842, peace was concluded with China, manufactures were reviving, with a still larger crop of American cotton. The increasing prosperity of manufacturers continued to 1845, when the largest American crop occurred. Prices became lower than they had ever been, and the average of that of Upland American cotton sunk to $4\frac{1}{4}d.$ per lb., and that of Indian to $3\frac{1}{4}d.$, much of it being sold as low as $2\frac{1}{2}d.$ which was less than it cost the exporters in India. Hence the enormous falling off in the imports of Indian cotton: these amounted to only 94,643 bales in 1846, the year which the Bombay Committee have particularly referred to. This was also the recommencement of difficulties for manufacturers, because the crop

of American cotton had fallen short by 600,000 bales. This, however, caused an increase of price in the autumn of the year, which stimulated the markets at Bombay, and raised up the imports in 1847 to upwards of 220,000 bales, and still higher in the following year."

For the years 1849-50 to 1891-92 inclusive we take the following figures, showing the growth of this branch of trade from the official trade Reports :—

		lbs.	£
Average of five years	1849-50 to 1853-54	177,647,269	2,580,523
———	1854-55 to 1858-59	218,348,163	3,409,865
———	1859-60 to 1863-64	357,479,945	14,846,598
———	1864-65 to 1868-69	424,628,398	19,606,707
Years	1869-70	384,687,216	14,197,701
,,	1870-71	429,061,664	15,621,066
,,	1871-72	533,459,696	14,626,655
,,	1872-73	321,204,304	9,967,723
,,	1873-74	390,510,576	10,698,095
,,	1874-75	501,477,536	12,619,404
,,	1875-76	402,057,254	9,906,631
,,	1876-77	399,943,040	9,395,130
,,	1877-78	333,724,496	8,221,892
,,	1878-79	231,216,272	5,698,816
,,	1879-80	284,079,152	7,571,499
,,	1880-81	360,609,312	9,777,185
,,	1881-82	496,500,816	11,882,173
,,	1882-83	548,362,080	12,892,456
,,	1883 84	510,830 096	11,099,586
,,	1884-85	455,236,208	10,885,214
,,	1885-86	365,077,552	8,485,858
,,	1886-87	439,808,048	9,963,144
,,	1887-88	440,109,272	10,902,831
,,	1888-89	470,205,344	12,114,881
,,	1889-90	539,730,128	14,557,279
,,	1890 91	510,976,032	12,904,707
,,	1891-92	396,934,048	8,536,185

The variations in the value of the cotton crop, shown by these figures, give, however, an inadequate idea of the enormous amount of wealth poured into Bombay during the years 1861-65, when the cotton supply from America was cut off by the Civil War. The exports of cotton from Bombay during those years were valued at in

The Cotton Trade of Bombay during the American War, 1861-65.

	£
1861-62	9,262,817
1862-63	14,834,640
1863-64	27,912,117
1864-65	30,370,482
1865-66	25,534,179
Yearly Average	£21,582,847

As the cotton exported in the year 1859-60 was valued at only 5¼ millions, the total gain in the five years to Bombay was 81 millions sterling over and above what she had in former years considered a fair price for her cotton. But the valuation of cotton used to be taken very carelessly at the Bombay Custom House; and these figures rather represent what sanguine shippers expected to get than what they actually received. Allowing, however, a liberal margin for such errors, we may compute the clear addition to the actual wealth of Bombay at 70 to 75 millions sterling—a tolerably substantial foundation for speculators to build upon. At first, speculation was confined to ventures in cotton and piece-goods; but as the money made in this way accumulated, and adventurers from all parts were attracted to Bombay—like the vultures to their prey—all sorts of ingenious schemes were devised for putting the newly-acquired wealth to use. The passion for speculation is a contagious disease, and spreads like wildfire as soon as a few brilliant examples are on record to show with what ease fortunes may be won by other means than the slow exercise of honest industry. It was not, however, till 1864 that the whole community of Bombay, from the highest English official to the lowest native broker, became utterly demoralized, and, abandoning business, gave themselves up to the delusion that they could all succeed in making fortunes on the Stock Exchange. Up to the end of 1863, almost the only new form of enterprise brought before the public had been the creation of joint-stock banks. The old system of houses of agency had with the progress of commerce, long been replaced by banks. The Bank of Bombay was started in 1840; the Oriental Banking Corporation established a branch here in 1844; and the Commercial Bank, the Chartered Mercantile, the Agra and United Service, and the Chartered, had all gained an assured position in Bombay before 1860. In that year the Central Bank of Western India was added to the list; and then there was a pause till 1863, when the Joint Stock (afterwards the Asiatic) Bank, the Royal Bank, and the

Speculation in Bombay, 1861-65.

Joint-stock Banks.

Bank of India, were all brought into existence, and their shares greedily bought up at high premiums. Later on were added to the list of banks the Hongkong and Shanghai Banking Corporation, The New Oriental Bank Corporation, Limited, the Comptoir National D'Escompte de Paris, and the National Mortgage Bank, Limited. In 1863 the Bombay Shipping and Iron Shipping Companies were started to make Bombay merchants independent of English ship-owners,

Shipping Companies.

and the shares of the former company went immediately to nearly 200 per cent. premium and were maintained at that rate, the promoters being men who were reputed to have made millions in cotton, and who had already secured public confidence by the success with which they had launched the Asiatic Bank. Then came the year 1864, and the prospect of the conclusion of the American war seemed, thanks to the genius of Lee and the stubborn valour of his soldiers, to be further off than ever. No bounds, therefore, it was assumed, could be set to the flowing tide of Bombay's prosperity, and every one hastened to plunge in and let himself be borne upwards by it to fame and fortune. It is literally the case that in 1864 banks were brought out by the dozen, and Finan-

Financial Associations.

cial Associations, a new engine for the promotion of speculation, by the score. The first, afterwards known as "the old" Financial Association, to distinguish it from its imitators, came out in June, and had its shares run up to nearly 100 per cent. premium on the nominal capital of Rs. 400 per share, while only Rs. 100 had been paid up and no business done. The lucky receiver of an original allotment could therefore make about £40 on each £10 share without putting himself to any immediate trouble beyond that of signing his name. It is needless to say that there was a frantic rush for shares; and that soon the newspapers were crammed with announcements of new Financial Associations. But all other speculation was dwarfed by the magnitude of the Back Bay Reclamation project, which was designed to

Land Companies.

provide in the first place the land on the shore of Back Bay, along which the B. B. and C. I. Railway now runs, and afterwards, to use the residue of the ground, the Company had permission to reclaim up to a certain line from the sea, for the purpose of providing sites for marine residences and what not. The value of land had been trebled and quadrupled in Bombay; the population was every day increasing in numbers, and

as the available space within the island was very small, every additional foot tacked on seemed likely to be worth its weight in gold. Fierce opposition was made to the grant to a private company of so valuable a concession; and the Bombay Government, which had determined to make something for itself out of the rage for speculation by taking a number of Back Bay shares, was compelled by the Government of India to abandon such a partnership. The astute promoters of the Company then sold these shares by public auction, the brokers ran them up to Rs. 25,000 a share on Rs. 4,000 paid up, or more than 600 per cent., and this sale may be said to have sent the city quite mad. Perhaps the most suggestive commentary that can be given on the folly of the times is supplied by the following share list, dated December 31, 1864:—

BANKS.

Subscribed Capital	Nomi. value of sh.	Paid up.	Dividend.	Names.	Rates.
£	Rs	Rs	pr. ct.		
3,000,000	1000 / 500	250	18	Agra Bank	180 p. ct. pm.
600,000	250	125	...	Alliance Bank	38 p. ct. pm.
500,000	200	200	...	Asiatic Bank Corporation	165 p. ct. pm.
2,140,000	8,000	8,000	20	Bank of Bengal	16,000 p. s. n.
1,000,000	250	175	8	Bank of India	54 with n. s.
1,045,000	1,000	1,000	8	Bombay Bank	77 pr. ct. pm.
750,000	250	100	...	Bombay City Bank	33 pr. ct. pm.
1,000,000	250	150	...	Bombay Presidency Bank	11 pr. ct. pm.
200,000	200	200	...	Bombay Trading and Banking Association (Limited)	Par.
2,000,000	100	100	...	Brokers' Banking Company	14 pr. ct. pm.
1,000,000	250	250	6	Central Bank	60 pr. ct. pm.
800,000	200	200	15	Chartered Bank of India, Australia and China	[includg. nsh 120 pr. ct. pm.
800,000	200	25	...	China Bank	48 pr. ct. pm.
750,000	250	250	20	Chartered Mercantile Bank of India, London and China	190 ex. div.
1,000,000	1,000	500	18	Commercial Bank	125 ex. div.
1,600,000	...	200	7¼	Comptoir d' Escompte de Paris	100 p. ct. pm. n.
250,000	...	500	9	Delhi Bank Corporation	50 pm. n.
625,000	...	250	...	East Indian Bank	22 p. ct. pm.
200,000	200	100	...	East India Trading and Banking Corporation	24 p. ct. pm.
4,000,000	1,000	250	10	Hindustan, China and Japan Bank	5 p. ct. pm.
600,000	250	100	...	Imperial Banking and Trading Co.	30 p. ct. pm.
500,000	200	200	...	Indian Peninsula London and China Bank	29 pr. ct. pm.
200,000	...	20	...	London and Bombay Bank	5 dis.
3,750,000	1,000	1,000	12	Madras Bank	127 pr. ct. pm.
1,500,000	250	250	16	Oriental Bank Corporation	170 pr. ct. pm.
600,000	200	200	...	Royal Bank of India	44 ex. div.
750,000	...	...	...	Scinde, Punjaub, and Delhi Bank	30 p. ct. pm.

FINANCIAL ASSOCIATIONS.

Subscribed Capital	Nomi. value of sh.	Paid up.	Dividend	Names.	Rates.
£	Rs.	Rs.	pr. ct.		
1,000,000	400	100	...	Alliance Financial	53 p. ct. pm.
1,000,000	400	50	...	Asiatic Financial	32 p. ct. pm.
450,000	300	25	...	Bombay Finance Corporation	24 p. ct. pm.
750,000	300	100	...	Bombay Gl. Crt. & F. Corporation	6 p. ct. pm.
600,000	300	200	...	Bombay Joint Stock Corporation	45 p. ct. pm.
1,000,000	400	50	...	Eastern Financial Association	71 p. ct. pm.
1,000,000	400	50	...	Elphinstone Financial	14 p. ct. pm.
1,200,000	400	100	...	Financial A. of India and Ch.	76 p. ct. pm.
1,200,000	400	100	...	Do. New Capital	12 p. ct. pm.
1,000,000	500	100	...	Grand Finance Company	12 do.
1,000,000	500	50	...	International Financial Company	5 to 6 do.
640,000	400	50	...	National Financial	5 to 6 p.ct.pm
1,000,000	400	100	...	Mercantile Credit Financial	10 p. ct. pm.
...	400	50	...	Oriental Financial Association	17 p. ct. pm.
1,200,000	400	100	...	Union Financial	9 p. ct. pm.
800,000	400	50	...	Universal Bank and Financial Corporation, Limited	15 p. ct. pm.
				LAND COMPANIES.	
2,000,000	10,000	5,000	...	Back Bay Reclamation Company	Rs 46,000 per share pm.
...	...	10,000	12,000	Colaba Land Company	90,000 pm. p. whole s.
				Elphinstone Land and Press Company, Limited	
540,000	1,000	1000 850	808	3,600 fully paid up shares 1,800 not fully paid up shares	Rs 1,50,000 p. sh. pm.
...	...	1,500	...	2 Frere Press Company's shares.	
2,000,000	10,000	4,000	...	Frere Land Company	Rs 5,400 pm.
110,000	2,000	900	...	House and Land Investment Co	200 pm.
1,000,000	5,000	3,000	...	Mazagon Land and Reclamation Company	Rs 8,000 pm.
50,000	6,000	4,000	170	Victoria Land and Press Company.	Rs 46,500 pm.
			pr. s.	**SPINNING AND WEAVING COMPANIES.**	
125,000	2,500	2,500	15	Alliance Spinning Company, Ld...	...
20,000	2,000	2,000	...	Arkwright Cotton Mill Company ...	Par. nml.
55,000	1,300	5,500	700	Bombay Spinning and Weaving Co.	Rs 1,300 pm.
150,000	2,000	1,750	...	Great Eastern Spinning and Weaving Company	Rs 150 pm.
250,000	1,000	1,000	...	Manockjee Petit's Spinning and Weaving Company	Rs 150 prem.
200,000	2,825	2,500	150	Oriental Spinning and Weaving Company	Rs 400 prem.
150,000	2,500	2,300	...	Royal Spinning and Weaving Company, Limited	Rs 200 prem.
27,500	5,000	5,000	400	Victoria Spinning Company Limited.	Rs 2,500 pm.
160,000	5,000	5,000	6 p.ct.	Coorla Spinning and Weaving Company, Limited	Rs 600 nml.
900,000	1 000	1,000	12	Bombay United Spinning and Weaving Company	Rs 250 pm.

PRESS COMPANIES.

Subscribed Capital	Nomi. value of sh.	Paid up.	Dividend.	Names.	Rates.
£	Rs	Rs	pr. s.		
...	...	11,000	1,800	Apollo Press Company	Rs31,000 p. s.
...	...	2,700	300	Colaba Press Company	Rs 6,000 p. s.
937,500	6,250	5,750	850	Fort Press Company	Rs14,750 p.s
400,000	2,000	4,000	350	Hydraulic Press Company	Rs 3,000 pm.
80,000	2,000	1,600	...	Bombay Press Company	Rs 2,300 pm.
...	...	1,500	...	Framjee Cowasjee Patent Press Co.	Rs 2,200 pm. [nominal.
20,000	2,000	750	...	Scind Press Co. Limited (Kurrachee)	Rs 300 pm.
75,000	3,000	500	...	Alexandra Press Company Limited (Madras)	Par. Nominal
70,000	2,000	105	...	East India Press Company	Par.
45,000	2,000	500	...	Victoria Press Co. Limited (Madras)	25 prem.
40,000	3,000	1,000	...	Albert Press Company (Limited) Kurrachee	[nominal. 500 pm. sh.
...	...	650	...	Deccan Cotton Cleaning and Press Company (Limited)	[nominal. 150 pm. sh.
100,000	100	10	...	Locomotive Cotton Press Company, Limited	...
100,000	4,000	...	...	Scott Press Company	...
300,000	1,000	225	...	Mofussil Press and Ginning Co.....	...
30,000	2,500	1,500	...	Prince of Wales Press Company.....	Rs 1,000 pm.

SHIPPING COMPANIES.

500,000	5,000	3,000	...	Bombay Shipping Company	Rs 4,000 pm.
260,000	2,500	2,000	26	Bombay Coast and River S. Navigation Company	Rs600pm. s.
60,000	1,000	1,000	...	Bombay Landing and Shipping Company, Limited.....	Rs 250pm. s.
800,000	5,000	1,500	...	Bombay and Bengal Steam Ship Co.	Rs 900 pm.
250,000	5,000	2,500	...	Iron Ship Company, Limited	Rs 200 dis.
...	...	750	...	Oriental Ship Owning Association...	Rs 25 pm.
160,000	4,000	2,500	...	Prince of Wales Ship Company	Rs 400 dis.
150,000	500	500	...	Viegas Patent Ship and Foundry Company, Limited.....	Par.
...	...	1,000	...	Union Shipping Company, Limited.	Par.
...	...	1,000	...	Western India Ship Company.....	Par.

RAILWAY COMPANIES.

			pr. ct.		
...	...	218	...	G. I. P. Railway Company Consolidated Stock	[discount. Rs 10 p. cent
...	...	130	2½	Do. New £20 Shares	Rs 5 discount
...	...	1,000		B. B. & C. I. Railway Co	Par.

MISCELLANEOUS.

Subscribed Capital	Noml. value of sh.	Paid up.	Dividend.	Names.	Rates.
£	Rs.	Rs	pr. s.		
60,000	500	300	...	Bombay Contract and Building Company	20 prem.
80,000	2,000	900	...	Bonded Warehouse Company	200 dis.
100,000	500	250	12	Treacher & Company (Limited)	Par.
..	...	250	...	Goa Coffee Company	Nominal.
150,000	50	50	...	Bombay Gas Company	8 p. ct. pm. n.
55,000	1,000	50	...	East India Cotton Agency.....	Par.
45,000	200	100	...	Khandeish Farming Company	Par.
250,000	500	100	...	United Mercantile Trading Company (Limited)	1 p. ct. dis.
3,500	350	200	...	Bombay Oil Works Company, Limited	...
30,000	1,000	500	...	Victoria Patent Brick Company, Limited	...

It will be observed that this list contains the names of several Land Companies besides the original Back Bay one. One fool had made many. The temptation of getting 600 per cent. on one's money was too great to be resisted. Were there not other sites as valuable as the barren sands of Back Bay? Were there not the Flats to be filled up and built over, the pleasant slopes of Trombay to be covered with country houses, which the wearied speculators of Bombay might retire to every evening by means of a branch railway crossing reclaimed ground at the northern end of the harbour? Were there not banks of mud at Mazagon and Sewree which could be converted into docks and wharves to accommodate the ever-expanding trade of the greatest port in Asia? The Government of Bombay not thinking what fortunes it wrecked and what lives it made miserable, and only eager to get money for the prosecution of its own public works, added fuel to the fire by inciting projectors of new schemes to buy land belonging to the State at fabulous and ridiculous prices; and there was always a Financial Association ready to back up any scheme, however outrageous, and so to persuade the public that it was employing its capital profitably. To crown all, when Bombay and the islands in the harbour had been exhausted, and even the most keen-eyed speculator might have looked in vain for a square foot of muddy foreshore not yet appropriated by

a local land company, a new plague fell upon the city in the shape of an importation from Calcutta of some public-spirited promoters who were anxious to point out to Bombay capitalists what a splendid field for investment was offered to them by the swamp known as Port Canning, near Calcutta. The bait took, and early in 1865 the Port Canning Company appeared before the public with a list of influential Directors that was alone sufficient to send the shares up to several hundred per cent. premium. This was the climax. It was impossible to surpass the Port Canning Company; and in the spring of 1865 a sudden end was put to further speculation by a telegram announcing the surrender of Lee's army and the termination of the war in America. Now came the reaction. The price of Dhollera cotton in the Liverpool market, which at the beginning of the year had been 19½*d.* a pound, fell to 11*d.* before the end of April; and as it was evident that in the natural course of things there must be a further heavy fall, the prices of all securities gave way in sympathy with cotton. Men who had been trading or speculating beyond their means found themselves unable to meet their engagements; a leading firm of Parsee merchants set the example of failing for three millions; and a panic ensued which baffles description. Every one soon discovered that the nominal capital of the numerous companies in existence only represented so much paper money; that a few shrewd men had first started banks and run up the shares to a premium, and then obligingly started financials to lend money to other people to buy these shares from them. The banks, again, had been able to do no business beyond advancing money on the shares of Land Companies brought into being by the Financial Associations; and so the whole show of wealth of these various establishments had depended on nothing but dealing in one another's shares. When the crash came, there was nothing but paper to meet it, and the whole elaborate edifice of speculation toppled down like a house of cards. Men had been playing with counters, not using real money. The shares of land companies might have been supposed to represent valuable property; but the fall in cotton was followed by a depreciation in land which brought down shares from 500 or 600 per cent. premium to a discount. The scales fell from the eyes of the community, and they saw the worthlessness of the properties they had bought under the influence of a strong delusion. A wild rally made at the end of 1865, when the price of cotton was temporarily forced up again—reaching, in December, 17¾*d.* a pound—was quickly followed by a relapse, and by the terrible commercial crisis of the spring of 1866 in Eng-

End of the American War (1865), and Collapse of Speculation in Bombay (1865-66).

land ; and then the panic at Bombay set in with renewed intensity. Finally, the master-spirits of the speculative era were themselves pressed hard, and, in their ruin, they brought down institutions whose credit had been esteemed beyond suspicion. Before the end of 1866, every one of the Financial Associations quoted in our list had failed and gone into liquidation ; all the Banks, with the exception of the Oriental, the Chartered Mercantile, the Chartered, the French Bank, and one or two others which had not their head-quarters in Bombay, had also been swept out of existence ; and not a Land Company remained that was not insolvent, with the exception of the old Colaba Company and the Elphinstone. The latter had done good work, and possessed a valuable property ; and it was able to keep on its way for some years, till a sympathizing Government relieved it of anxiety by kindly buying all its shares at par. The collapse of the Bank of Bombay created much scandal in India and in England ; and the causes of it were investigated by a Royal Commission and discussed two or three times in Parliament, but with no result. It might be easy to fix blame on individuals, but what satisfaction is there in that ? There have been commercial panics elsewhere ; but probably no community ever went so entirely mad as Bombay did in 1864 ; and for the last twenty-two years the Europeans and natives who went through that experience have had too much to do in compromising or trying to pay their debts, to waste time in recriminations. It is pitiful to think of the blighted careers, the lives once full of promise, but now condemned to a hopeless and degrading bondage, which must date their ruin from that fatal year, 1865 ; but what puzzles the critic of the commercial transactions of those times is to guess where all the money went to. Seventy millions came into Bombay ; and what became of it ? Some Europeans went home with large fortunes—Government servants who, when they were forbidden to speculate, winked as they put the price of their Back Bay shares in their pockets and engaged passages to England by the next mail steamer, and a few adventurers who, having had painful experience of financial crises in other parts of the world, had the sense to realize their gains, and retire in time from Bombay. Again, the increased prices of imports, especially of cotton manufactures, during the years 1861-65 took away no inconsiderable proportion of the gains made in the export trade. Probably, too, about six millions sterling in all may have been spent on reclamations in Bombay which have at all events made the island larger and more wholesome. Nor should it be forgotten that the splendour of the public buildings and useful and benevolent institutions of new Bombay is due to the munificence of the speculators of 1861-65. But an immense amount of money

remains, which must have gone up-country or into the hands of a new class of traders who do not come forward prominently in public life.

Trade of Bombay not permanently injured by Panic of 1865-66.

It is plain that the panic of 1865-66 has done no permanent injury to the trade of Bombay; for a glance at the figures already quoted on page 110 will show that comparing the year 1861-62, the first of the American war, with the year 1887-88, the quantity of cotton exported has increased from 350 to 450 million pounds, and the value in nearly the same proportion from $9\frac{1}{4}$ to $10\frac{3}{4}$ millions sterling. The following tabular statement shows the total exports of Raw Cotton from the port of Bombay for each of the last eleven years and also the quantity and value exported to England :—

Years.	Total Exports of Raw Cotton from Bombay to foreign external Ports.		Of which was exported to the United Kingdom.	
	Quantity.	Value.	Quantity.	Value.
	Cwt.	Rs.	Cwt.	Rs.
1881-82	44,33,043	11,88,21,738	20,91,451	5,55,01,706
1882-83	48,96,090	12,89,24,561	21,04,878	5,62,59,151
1883-84	45,60,983	11,09,95,864	18,27,955	4,46,07,930
1884-85	40,64,609	10,88,52,143	15,42,563	4,18,59,315
1885-86	32,59,621	8,48,58,580	9,96,114	2,55,25,911
1886-87	39,17,929	9,96,31,442	12,52,040	3,16,06,393
1887-88	39,29,556	10,90,28,314	13,31,788	3,78,17,967
1888-89	41,98,262	12,11,48,814	11,85,331	3,41,09,929
1889-90	48,19,019	14,55,72,791	13,49,011	4,10,25,540
1890-91	45,62,286	12,90,47,073	8,72,425	2,52,34,277
1891-92	35,44,054	8,53,61,852	3,64,308	74,96,762

The Trade in Piece-goods.

The export of cotton manufactures from India to England began to decline towards the close of last century, and became quite insignificant soon after the beginning of this century. About the same time (1813) that the ports of India were thrown open to English merchant adventurers, protective duties of 70 and 80 per cent. were imposed in Great Britain on cotton and silk manufactures from India, and some kinds of these goods were absolutely excluded.

Free Trade for England only.

"Had this not been the case," says Wilson, "had not such prohibitory duties and decrees existed, the mills of Paisley and of Manches-

ter would have been stopped in their outset, and could scarcely have been again set in motion, even by the power of steam, for the cotton and silk goods of India up to this period could be sold for a profit in the British market at a price from 50 to 60 per cent. lower than those fabricated in England. The Indian mills were created, therefore, by the sacrifice of the Indian manufacture." This is going a little too far. England had other markets to look to besides India. She could have got raw cotton from America and manufactured cheap goods for all the world except India ; and, if the Indian manufactures had really been so much cheaper than those she could produce, they would never have been displaced in the Indian markets by English piece-goods. The difference of " 50 to 60 per cent." in price must refer to a period anterior to the wonderful change caused by the improvement of machinery in England. Professor Wilson could not have been familiar with the magnitude of that change, or he would not suppose that free trade could ever have enabled hand-made cotton goods to compete successfully with goods made by machinery. English calico became so plentiful and good, besides being extremely cheap, that it superseded silk, and so ruined the weavers of Spitalfields as well as those of Bengal. Macpherson, in his Annals of Commerce, says :—" The manufacture of calicoes, which was begun in Lancashire in the year 1772, was now (1785) pretty generally established in several parts of England and Scotland. The manufacture of muslins was begun in the year 1781, and was rapidly increasing. In the year 1783, there were above a thousand looms set up in Glasgow for that most beneficial article, in which the skill and labour of the mechanic raise the raw material to twenty times the value it was of when imported. Bengal, which for some thousands of years stood unequalled in the fabric of muslins, figured calicoes, and other fine cotton goods, is rivalled in several parts of Great Britain. The rapid increase in the number of spinning engines, which took place in consequence of the expiration of Arkwright's patent, forms a new era, not only in manufactures and commerce, but also in the dress of both sexes. Formerly, a handsome cotton gown was not attainable by women in humble circumstances ; and

thence the cottons were mixed with linen yarn to reduce their price. But now cotton yarn is cheaper than linen yarn, and cotton goods are very much used in place of cambrics, lawns, and other expensive fabrics of flax ; and they have almost totally superseded the silks. Women of all ranks, from the highest to the lowest, are clothed in British manufactures of cotton, from the muslin cap on the top of the head to the cotton stocking under the sole of the foot." It was some time, however, before British manufactures began to supplant the manufactures of India in their own home. Lord Castlereagh stated, in the debates of 1813, that in the last twenty years the export of cotton manufactures to India had increased from £2,000 to £108,000, and was clearly a growing trade. Mr. Sullivan said, about the same time, that the average export of manufactured cottons from 1792 to 1796 was £730, whilst between 1807 and 1811 it was £96,980. From these small beginnings the trade grew rapidly, increasing every year. But last year the trade received a check. The returns showed the enormous decrease of nearly Rs. 1,00,00,000. The large stocks of the previous, and the low rate of exchange, have brought about this decrease. Most of the trade in Piece-goods is with the United Kingdom. The decrease is noticeable under nearly all the heads, chiefly Grey Goods which have suffered by a decrease of 77½ lakhs. The following table shows the difference of trade between 1890-91 and 1891-92 :—

YEARS.	Yards.	Value.	Increase or Decrease.
1890-91	63,14,73,949	8,48,77 179	} —99 54,661
1891-92	57,17,77,016	7,58,22,518	}

Cotton Mills at Bombay.

What, then, is the cause of the check that has been given to the natural increase of this branch of trade in a country in which the facilities for reaching up-country markets are a thousand times greater than they were thirty-six years ago? It is the introduction in Bombay of the system of manufacturing cotton goods and yarn by machi-

nery instead of by hand that has arrested the development of the English import trade. Bombay has begun, in fact, to fight Manchester with her own weapons ; and the contest is already a serious one. The Bombay Spinning Company started a mill at Bombay in 1854, and ten years later there were no less than thirteen working in Bombay. What progress has been made in this cotton manufacturing industry can be seen by a glance at the following table, prepared by the local Millowners' Association. The figures given below show the advance made during the last twenty-seven years :—

Years ending 30th June	Number of Mills.	Number of Spindles.	Number of Looms.	Average No. of hands employed daily.	Approximate amount of Cotton consumed.	
					Cwts.	Bales of 392 lbs.
1866	13	3,09,911	3,455	7,733	Not recorded.	
1867	13	3.13,597	3,779	8,630	Do.	
1868	13	3,18,184	3,844	8,715	Do.	
1869	13	3.21,414	3,920	8,857	Do.	
1870	14	3,43,460	4.441	9,503	Do.	
1871	14	3.58,436	4,641	9,953	Do.	
1872	15	3,67.036	4,653	10,216	Do.	
1873	18	4,50,156	4,972	12,217	2,62,234	74.924
1874	19	5,24,530	6,103	13,323	3,19,651	91,329
1875	36	8.86 098	8,339	15,696	Not recorded.	
1876	39	9,63 983	8,681		Do.	
1877	41	10,43 944	9,291	24,174	6,29,300	1,79.8 0
1878	42	11 04 846	11,514	31,670	8,12,168	2,32.048
1879	42	11,47 310	12,311	34,482	7,44,604	2,12,744
1880	42	11.54,184	12,396	35,060	9,01,978	2,57,708
1881	42	11 58,510	12,510	37,028	10,91,762	3,11.932
1882	49	12 37 536	13,046	37,567	11,02,248	3,14,928
1883	51	13 45,012	13,616	40,977	12,39.812	3.54.232
1884	60	15,24,499	14,299	44,900	14,45.598	4.13.028
1885	68	16,50,036	14,588	51,426	16.30.930	4 65,980
1886	70	16,98 797	14,635	54,179	16,81,204	4,80 314
1887	75	17,79 220	14,926	54,715	18.98.596	5 42,456
1888	82	18,20 369	15,564	59,199	20,89,731	5.97.066
1889	91	20,02,994	16,677	65,780	23,36,943	6,67.698
1890	94	23,50.728	17,735	73,209	26,31,951	7,51,986
1891	91	23,60,170	18,487	78,121	31,25,780	8.93,980
1892	93	23,80.178	19 147	79,951	29,73,215	8,49,490

The annexed table shows the details of the present state of the Cotton Spinning and Weaving Mills in Bombay and the Presidency :—

Limited		
Goolam Baba S. and W. Co., Ld.	Mr. Fakirbhai Tooljaram, Secretary...	Orig Incr
Gokak Water Power & M. Co., Ld.	Messrs. Ritchie, Steuart &Co., Agents	A B 7 % Sl
Gujarat Ginning & M. Co., Ld.	Mr. Jamnabhai Mansookbhai, Agent .	Issu
Gujarat S. & W. Co., Ld.	Messrs J. Mansookbhai & Co., Agents...	
Jaffer Ali S. and W. Co., Ld.....	Mr. Gordhundas Goculdas, Secretary.	Orig Incr
Khandeish S. and W. Mills Co., Ld.....	Messrs. M. Jaitha & Co., Agents	
Maneckchok & Ahmedabad M. Co., Ld.	.....	
Manecklal Hurilal S. and M. Co., Ld. (late Tricumlal Hurilal S. and M. Co., Ld.)	Messrs. Harilal Hurivalabdas & Co., Agents	Issu
Mofussil Cotton M. Co.	Messrs. D.Vijbhookandas & Co.(Owners)	
Munore Mill	Mr. Munordas Huruckchund (P. Owner)	
Motilal Hirabhai S. W. & M. Co., Ld.....	Messrs. Luloobhai Motilal and Co., Agents	Whe Hal
Poona Cotton and Silk M. Co., Ld.....	Messrs Shivalal M. and Hindumal Balmukand & Co., Secs.,Tre s,,&Agents.	
Rajanagar S. W. & M. Co., Ld.....	Mr. Ranchodlal Girdharlal, Agents ..	
Sholapur S. and W. Co., Ld.	Messrs. M. Goculdas & Co., Agents	
Shri Laxmi Venketesh S. & W. Co., Ld.	Messrs. N. B. Pranjepe & Co., Secretaries, Treasurers and Agents.	
Southern Mahratta S. & W. Co., Ld.....	Messrs. P. Chrystal & Co., Secs. & Magrs.	
Veramgaum S. & M. Co., Ld.	Messrs. Whittle & Co., Agents.....	Old New
Venishunker Luxmishunker Cotton Mill Co., Ld.	Messrs. Venishunker Luxmishunker & Co,, Agents.....	
	Total.....	

OF BOMBAY.

Total approximate average quantityof cotton consumed during the year in candies of 784 lbs.	Average Number of Hands employed daily.	REMARKS.

OF BOMBAY.

er s.	Total Approximate Average Quantity of Cotton consumed during the year in Candies of 784 lbs.	Average Number of Hands employed daily.	REMARKS.
42	4,532	903	
	5,959	650	
	7,475	875	
52	8,800	2,100	
	1,298	240	
12	5,344	1,058	
	8,245	1,020	
	*1,407	537	* From 25th January to 30th June 1892.
	3,957	423	
90	56,480	2,350	
	7,154	880	
	4,750	808	
	3,379	585	
94	6,288	1,385	
	3,309	395	
90	3,64,294	65,087	
35	4,248	1,465	
	*.....	*...	* Mill closed.
0	*.....	*...	* Mill closed.
	.....	...	In course of erection.
75	6,284	1,692	
1	2,914	775	
	1,800	225	
0	1,711	575	* This includes cost of a Ginning Factory attached to the Mill
4	1,563	534	* 552 old spindles not at work.
		500	

Cotton Spinning and Weaving Mills.

Although to Bengal belongs the honor of having the first factory for spinning cotton by steam-power in India, it is to the Bombay Presidency we must turn for the home of the industry, and to the island of Bombay for its highest development. No trustworthy record is available as to when and by whom the first cotton mill was erected on the banks of the Hooghly ; but it would seem that a mill of some sort for the manufacture of cotton twist was working as far back as the thirties. The first mill in Bombay was begun in 1851 by Mr. Nanabhoy Cowasjee Daver, and it commenced work in 1854 as a joint-stock company under the name of the Bombay Spinning and Weaving Company. It was followed by the Oriental, Manockjee Petit, and others ; and by 1865 there were in all ten mills in Bombay proper, and three in other parts of the Presidency. Eleven years later (1876) we find that all India had forty-seven mills with 11,00,112 spindles, of which thirty-nine mills with 9,63,983 spindles were established in the Bombay Presidency. 9,136 looms were at work at the same time, of which under 600 were outside the Presidency. From this period the growth of the cotton spinning industry in India, and more particularly in Bombay, became more marked, the number of mills during the past few years having largely increased. According to the Millowners' Association Report of 1890 there were 137 mills in all India (an increase of 60 per cent. over five years before), with 32,74,196 spindles and 23,412 looms, of which in the Bombay Presidency were located ninety-four mills with 23,50,728 spindles and 17,735 looms. In 1891, the Millowners' Association Report showed 134 mills in India, with 33,51,694 spindles and 24,531 looms. Of this number 91 mills were situated in the Bombay Presidency, with 23,60,170 spindles and 18,487 looms. In 1892, the number of mills in all India increased to 139, having 34,02,232 spindles and 25,444 looms, the increase of five mills being in the Bombay Presidency which now has 96 mills with 23,80,178 spindles and 19,117 looms. The grand total of the amount of capital paid up for the mills in the Bombay Presidency—Bombay included,—exclusive of the 16 mills privately owned, is Rs. 10,09,07,787.

Management.

The mills, excepting those belonging to private owners are limited liability companies conducted under the provisions of the Companies' Acts of 1866 and 1882. Their affairs are supervised by Boards of Directors, and managed by a Secretary or Firm of Agents. To the Secretary or Firm of Agents belongs the important task of

purchasing the necessary cotton, coal, stores, &c., and of effecting sales of yarn and cloth. Nor are the duties of the secretaries or agents confined to these departments, to ensure success to the interests in their charge, it is necessary to see that the most vigilant supervision over the skilled and unskilled labor within the mill itself is exercised by the executive, and to keep in constant and careful touch with the quality and quantity of outturn, and every item of expenditure. The remuneration of the majority of agents is three pies per lb. on the twist manufactured. This may be satisfactory enough for the agents, but when the margin of profit is reduced to a minimum, the shareholder finds in many cases that there is little or nothing left for himself. There are, of course, several exceptions to this rule, the most notable being Messrs. Greaves, Cotton & Co., who have about 275,000 spindles under their management (the largest spinning power in India under an administration), and who receive by way of commission 10 per cent. on the net profits after setting aside depreciation.

Arriving to the mill itself the most important figure is the manager, who, if an Englishman, is usually a man of considerable experience in a Lancashire mill, and who must, to efficiently carry out his work, be possessed of many technical qualifications, great industry, and restless energy. From the mixing-room to the baling-press his eye must be upon every process, and not only must he be able to point out where anything is wrong, but should have the knowledge to correct and set right the error. The pay of the appointment of mill manager, which varies according to the size of the mill and the qualifications and experience of the incumbent, ranges from Rs. 400 to Rs. 1,000 per mensem, with a free house and certain allowances. Besides a Manager, there are in some companies separate European or native weaving masters and spinning and carding masters ; but very often these departments are supervised by experienced jobbers, who have grown up in the service, and from long experience and practice became masters of the department in which they work. These men will earn from Rs. 50 to Rs. 150 per mensem. One of the most important of the staff inside a mill is

the engineer. He takes entire control of the engines, boilers, and gearing, but unless consulted by the manager, does not interfere with the spinning machinery or the work-people outside his own department.

The condition of the mill operatives has recently been under the consideration of a Special Committee appointed by the Government of India. It has been the endeavour of certain persons to demonstrate that the Indian mill operatives are oppressed and enslaved, but to any one who has had the opportunity of comparing their general life and conditions with the life and conditions of the classes from which they aredrawn, it will be apparent that this contention springs from an ignorant or imperfect knowledge of the facts of the case. There is nodenying that as in every service the Indian mill-hand does not have things all his own way, but if he chooses to work well, he can secure comparatively handsome pay. The hours of labor are long, covering from early dawn till dark, but besides the regulation leisure for two meals in the day, the number of hands at all times to be found in the smoking shed goes to show that there are considerable periods of non-regulation leisure not infrequently availed of. A trip to his native country, lasting for a couple of months or more every year or two is one of the compensations a mill-hand looks forward to and usually enjoys. Although the hands inside a mill in India are far more numerous than would be found withina similar English mill, it will be observed that the Indian operative is labouring under far more favoured condition than his European *confrére* as regards light and air. Ventilation, a matter of such vital importance, is almost carried to a high art in some of our Bombay mills, and the air is far purer in most of them than in many of the open streets of Bombay.

With but few exceptions only men work in any department where there is machinery driven by steam, and they are assisted by boys aged from twelve years upwards who are put on work suited to their various capacities and experience. Women and girls, as a rule, are to be found only in the reeling rooms. All hands below muccadums and jobbers are paid by the piece, and of course the monthly wage varies according to the actual work accomplished. The boy who earns only rupees six and seven per mensem will not have been over-industrious.

The bulk of spinnings in India is of counts 10s to 20s, the latter (No. 20s) being the count most largely produced for export. Spinnings of course counts down to 6s are also carried on to a not inconsiderable extent, and yarn as fine as 40s has been

produced. The exports of yarn have increased with the growth of the mills to which we have already referred.

The weaving branch of the cotton industry worked by power loom may still be regarded as almost in its infancy. Indian manufactures are for the most part confined to coarse cheap cloths for local consumption, and they have to meet keen competition with imported Manchester goods. Under existing circumstances it is not probable that the increase in power looms in India will in the future be more rapid than in the past.

Machinery, Engines, Boilers and Looms.

Probably the first spinning machinery and the first engines used in India were made by Messrs. Hetherington & Co. and Messrs. Benjamin Goodfellow, respectively; but at an early period of the industry Messrs. Platt Brothers & Co., Ld., Machinists, and Messrs. Hicks, Hargreaves & Co., Engineers, had practically the monopoly of their several branches. Of recent years, however, the largest imports of mill machinery and engines, &c., have been from Messrs. Howard & Bullough, Machinists, Mr. Benjamin Goodfellow, Engineer, and Messrs. Tinker Shenton & Co., Boilermakers, most of the new mills in Bombay being supplied by these makers.

In Ahmedabad, the largest spinning centre outside the Presidency, is still pinned to the manufactures of Messrs. Platt Brothers, and Hicks, Hargreaves & Co.; whilst in Surat, another spinning centre, Platt Brothers for spinning machinery have given place in popular favour to Messrs. Howard and Bullough.

Elsewhere in India, as well as to a certain extent in Bombay itself, may be found machinery made by Messrs. Assa Lees & Co., Samual Dobbs, Dobson and Barlow, and engines by Woods and Musgraves. In looms, Henry Livesay, Limited, Platt Brothers, John Dugdale and Sons, and William Dickinson and Sons, are the favorite makers.

Not only does Bombay now compete with Manchester in the Indian market, but she exports her own manufactures, thus reviving a trade which thirty-one years ago was almost extinct. The value of the exports of cotton goods and yarn from Bombay in 1864 did not exceed £43,000. During the next five years it rose to an average of, according to the Custom House returns, £341,000, but this was during the period of inflated prices caused by the American war, and the returns must include goods other than those manufactured by the local mills. From 1869-70, however, to 1873-74 the exports consisted of 4,419,631 yards of Piece-goods, valued at £85,782, and 1,673,758 lbs. of yarn, valued at £89,492. In

Export of Indian Cotton Manufactures.

1874-75 the exports of Cotton Goods, including Twist and Yarn, were valued at £277,203 in 1874-75, at £416,005 in 1875-76, and at £546,381 in 1876-77. In the year 1877-78, the quantities of Cotton Goods and Yarn of Indian manufacture exported were 1,22,31,262 yards and 1,55,48,890 lbs., respectively; and the values £203,276 and £680,365, thus showing a large increase on the trade of the preceding year. The increase was still more considerable in the year 1878-79, in which the quantities were, Piece-Goods. 1,74,85,963 yards, Twist and Yarn, 155,48,990 lbs., and the values £267,227 and £883,665. The figures for the next five years show a still greater increase in quantity as well as in value, and 1885-86 the returns quoted the following for Twist and Yarn 76,298,655 lbs. with a value equalling about £2,683,530 and for Piece-Goods 36,599,624 yards worth £464,974. More than three-fourths of these goods are taken in by China and Japan; the rest go to Arabia and Africa. In the year under notice (1889-90) there was an increase in the shipments of Twist and Yarns, but a decrease in Piece-goods. The export of Twist and Yarn has increased to 132,029,601 lbs. valued at £5,373,109, and that of Piece-goods to 46,542,657 yards worth as much as £563,038. But last year there was a great falling off in the exports of Twist and Yarn, amounting to half a crore of rupees, due to the unusually large exportations last year.

Present State of this Industry.

The removal, in 1875, of the export duty of 3 per cent. on country manufactures evidently gave a fresh stimulus to this industry. But at present the feeling is that, having regard to the difficulties—which, however, ingenious men are busily occupied in trying to overcome—of manufacturing Indian Cotton at a profit into any but the coarser makes of goods, the investment of capital in Spinning and Weaving Mills has been overdone. The Commissioner of Customs at Bombay, in his Annual Report for 1877-78, said:—"Notwithstanding these large exports of Twist and Yarn, most of which are said to have been made by the millowners on their own account, the stock left in hand was so great that there was no alternative but to close some of the mills altogether, and others partially, about the end of the year. There are also large accumulations of Piece-goods lying undisposed of." In the Report for 1878-79, again, he remarks that the local manufactures of Twist and Yarn, "failing to be in demand in other fereign markets, have been literally forced into those of China and Japan, which are now, it is to be feared, in a considerably overstocked condition." The soundness of this view was borne out by the depressed state in which the cotton industry remained during 1881. Now, however, that several of the mills have

changed hands, and an improved system of management has been introduced, a revival of this industry has taken place. In the report for 1884-85 it is said that " a fall in the price of Yarns owing to the war in China, coming together with a poor Cotton crop and consequent high prices, has made this a disastrous year for the Bombay Spinning Mills, which have multiplied recently much faster than the market for their Yarns has expanded. Production ran far ahead of demands, and though the prices realised in China were in some cases below the actual cost of production, shipments were forced. Doubtless the war also stimulated exports by creating the apprehention that the Chinese market might soon be closed altogether. The combined effect of these causes has been an advance of 28 per cent. in a trade which had already progressed in five years from a value of Rs. 1,09,01,400 to Rs. 1,82,71,845." The report adds, " It is remarkable that the Bombay Mills are dependent for their very existence on the Chinese market ; a very small proportion of their produce is consumed in India itself. The returns of rail-borne trade show that during 1884-85 only about 24,00,000 lbs. of Country Twist were carried inland by rail against 1,18,00,000 lbs. of European Twist, and in contrast with exports by sea amounting to 6,31,95,623 lbs. Of course it must be remembered that there are Mills in Surat, Broach, Ahmedabad, Nagpore, and other places which doubtless do a good deal to supply the local demands ; but the produce of all these put together is a good deal less than one-fourth of the out-turn of the Mills in Bombay itself, and, moreover, a large portion of the yarn manufactured by them is certainly exported to China." Comparing these figures for this year, however, to those of the period when the prices rose through the American War, and when they might be said to have been the best, every one must be struck with the immense trade Bombay has now secured to herself. Twenty years ago the value of the trade was something like £341,000, whereas it is worth no less than £4,971,210 now. The demands of China has given a great impulse to the Trade.

Opium.

The trade in opium, which ten years ago was worth nine millions sterling per annum to Government, has steadily diminished of late years, owing partly to the increased growth of the drug in China, and partly to the increased import duty levied on Indian opium in that country. The most that can now be looked for from the opium revenue is now six crores of rupees, of which a little over a crore and three-quarters are contributed in the form of pass duty on opium brought to Bombay from Malwa for shipment for China, the remainder being the proceeds of sales of Government opium at Calcutta.

The following description of the opium market in Bombay appeared in the *Bombay Gazette*:—

When one considers what a very tiny piece of opium it takes to render a man insensible, and that independent of what is retained in India, on an average 13,580,000 lbs. are exported to China per annum from Bombay, Bengal, and Persia, it is difficult to realize the tremendous consumption of the drug in a year. From 30,000 to 36,000 chests, of from 4,300,000 to 5,040,000 lbs., or more than one-third of the whole, is shipped from Bombay alone, so that a visit to the godowns on a market day, when the opium is arriving from up-country, when the merchants are congregated there buying and selling, testing and repacking the goods for reshipment to China, conveys a better idea than figures, which, when they amount to lakhs and millions, have only a confusing effect.

Passing along Market Street, where the opium godowns are situated, on Monday, Tuesday, or Wednesday, of every alternate week, one does not find much room to move, for the crowd of bullock-carts are driven backwards and forwards on their way to and from the godowns, or piled high with solid looking gunny-covered packages, standing in a long line in the street waiting their turns to be unloaded. These are the cases of opium which have arrived from various districts in Malwa and elsewhere for the Bombay Opium market. Inside the gateway presents a curious and busy scene, particularly on Tuesday, which is the market-day, and the rules enforced on people entering are most strict. On one side sit an inspector and his clerk who carefully examine every chest of opium as it is carried in on a cooly's head, and mark down the number of it in their book. That chest, therefore, cannot possibly go astray without their knowing. On the other side stands a police sepoy who is supposed carefully to watch the work-people entering and departing, and to examine their clothes to make sure they make no attempt to carry away any of the precious drug with them.

At the end of a dark vault we come to a staircase leading to the godowns, which are eighteen in number, and are divided into three flats, six on each flat. Entering one of the godowns, we find the process of bargaining going on, and a curious and interesting proceeding it is. Among the merchants we find Jews, Parsees, Khojas, Memons, and Borahs, all bargaining with the sellers, who are invariably Marwarees, for the purchase of the drug. The merchant who proposes to buy selects a packet or half case out of the lot for sale which consists of from five to sometimes fifty chests,—for the goods are put up in half cases of 70 lbs. each—for examination, and the stranger cannot help remarking how carefully the opium is preserved. The case, a stout wooden box, tightly lidded, is enclosed

first in a roll of felt, with an outside covering of gunny. The case being forced open, the balls or cakes of opium in its crude state are found lying in beds of powdered poppy leaves. This is to keep the opium dry, for it would seem the opium before it is melted is very easily damaged by damp or too long exposure to the air. The packet opened, several balls of opium are brought to the merchant or proposed buyer, and cut in two by his assistant. Sometimes it will be found full of white or brown spots, or if it has not been properly pressed, mildew may be discovered to have gathered about it. This is at once rejected ; for there is no use shipping anything but the very best and finest of opium, the Chinese being very particular about the quality of the drug they use, much more so than the Indian consumers who mostly eat the drug, the Chinese being much the heavier smokers. If the cakes are found closely pressed and black, or of a uniform dark brown colour, the merchant at once begins bargaining with the owner of the godown for the lot represented by the case. But what is looked upon as the best is old, hard, and brittle opium which has been a long time in bond : although the heavy interest which has had to be paid on it naturally makes it expensive, and it is often not until the broker has held many consultations with the owner and the intending purchaser that a bargain is struck and the terms are arranged.

To the European visitor this process of bargaining is a most mysterious proceeding. There are three engaged in it,—the seller and the buyer, and the broker or middleman. The broker will take the hand of the seller, and throwing a sort of cloak over the two clasped hands so as to effectually conceal them from any standing by, they will stand talking for a while about the quality of the opium in the lot the intending purchaser has selected. The broker will then leave the seller and taking the hand of the buyer under the cloak discuss the quality with him. The extraordinary thing is the broker may pass between buyer and seller several times and conclude the bargain without ever the price being mentioned. The secret is all under the cloak, the price being determined by signs that are understood by the mere pressure of the fingers. After this the merchant may visit the other godowns in turn, selecting cases and debating over the quality of the opium, and its value, so that the whole day is usually spent ere the merchant completes all his transactions.

But the purchase does not end there by any means. The cases are only purchased, and the price fixed on the condition that the opium, after being submitted to a careful test, is found satisfactory. The rule is that a merchant is allowed a certain number of pieces of opium from each case, and these are sent downstairs to the testing room. To the visitor the testing operations are the most interesting of all. Behind

the godowns, looking out upon the Government Docks are the testing rooms. Here are found rows of mysterious looking clay pots, brass chatties, ladles, and tiny earthenware cups, the use of which is very soon made apparent. A tin case resembling a cash-box is brought in and handed to a clerk sitting at a desk, whose duty it is to open the box and see that the pieces of opium contained therein tally with the description given on a paper accompanying them, and also to note in a book the results of the various tests. Having examined the pieces of opium cake and satisfied himself that all is correct, he passes them along to another man who weighs out an ounce of the drug from each piece, and these are ground into a powder. Meanwhile four or five of the clay pots have been filled with charcoal and fires lit, on the tops of which the brass chatties, partially filled with water, are placed. Into the water the opium powder is dropped, and allowed to boil, which it soon does. Now comes the anxious moment. A basket, in the bottom of which are laid six folds of paper, is placed over a bowl, and the boiling opium poured into it. A sand-glass is closely watched, and if the fluid passes through the six folds of paper, within three minutes it is considered fit for the second test. It often passes into the bowl in the course of one minute ; but three minutes are allowed, and if it takes longer, the whole lot from which it has come is thrown back on the hands of the owner.

Having passed this first test and been purified in the sieve through which it has passed, the liquid is poured into another brass chattie, and again placed over the fire. Now it requires the closest attention, and is carefully stirred with a knife until it is wrought into a thick paste, which is called by the opium dealers "touch." After it is filled into the small earthenware pots above referred to, and allowed to cool, the inspector comes round and taking the "touch" under a strong light, stirs it up and closely examines it. Even after all this trouble, it sometimes happens the opium is unable to stand the second test. If it is black it is pronounced good ; but if it assume a red or a brown tint, it is considered inferior in quality. The merchant, who is perhaps upstairs in the godowns concluding some other bargain is informed of the result of the test, and he accepts the cases or rejects them as the case may be. Still late on Tuesday night these testing operations are carried on, and renewed on Wednesday morning. But these concluded, and the merchant being satisfied with his bargains, the work of repacking and weighing is proceeded with. The cakes of opium are all carefully repacked in chests, containing 140 lbs. nett, surrounded with powdered poppy leaf to preserve them and keep them dry. The boxes are enclosed in double gunny bags, marked and numbered, and then they are ready for shipment. The men engaged on this have a busy time, for it is hard work to get all

completed, and the cargo on board the China mail steamer in time for its departure on Thursday.

Wheat.

A great start was given to the export trade in Indian wheat by Lord Northbrook's abolition of the export duty in 1873. The wheat shipped from Bombay comes principally from the Nurbudda Valley and the Central Provinces. The trade, which became exceedingly active in 1876-77, owing to the favourable influence of a low rate of exchange in increasing exports, fell off in 1877-78 from 1,234,094 cwts. to 1,159,443 cwts. (valued at £602,027) in consequence of the drought of that year and the restriction of goods traffic on the G. I. P. Railway for several months to the conveyance of grain for the famine districts exclusively. In 1878-79 the export trade in wheat became practically extinct, the exports having been valued at only £77,500. The decrease was principally in exports to the United Kingdom, where the price of wheat stood at an unusually low figure during the year; but, even if the price had been high, Western India, owing to a series of bad seasons, had but little wheat left to send out of the country. In 1881-82, however, the exports of wheat were valued at £5,130,000, compared to £1,675,000 in the preceding year. In 1882-83 the exports of wheat were valued at only nearly £3,300,000 against £5,130,000 the previous year. In 1883-84 the wheat exports were valued at nearly £4,180,000 against £3,300,000. This shows an increase of over 88 lakhs from the figures of the previous year. The increase has occurred in the exports to all countries excepting France which took in 16 lakhs less and Gibraltar which took in 16½ lakhs less than the previous year. In 1884-85 the wheat exports were valued at only £3,466,000 against £4,180,000 in the previous year. The Commissioner of Customs in his report for 1884-85 in regard to this item says, "with abundant crops in Western Europe and the United States and a fall of prices unprecedented in this country, it would scarcely have been surprising if the wheat trade had disappeared from our returns this year; but the exports were only about 12 per cent. below last year and very much better than they were in 1882-83. Exports to the United Kingdom were actually higher than those of last year; but France and Belgium took much less." We deal with this item in detail under the head of export.

Trade of India during 34 years.

The actual value of the trade of the year 1858-59, including Government transactions, was, as will be seen from the next page, 65 crores of rupees, and that of 1889-90 amounted to 189 crores. The following table of the trade of India for the last thirty-four years exhibits the fluctuations which have occurred during that period :—

YEARS.	IMPORTS.			EXPORTS.			IMPORTS AND EXPORTS.		
	Merchandise.	Treasure.	Total.	Merchandise.	Treasure.	Total.	Merchandise.	Treasure	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1859-60 .	24,26,51,400	16,35,69,630	40,62,21,030	27,96,02,030	92,90,070	28,88,92,100	52,22,53,430	17,28,59,700	69,51,13,130
1860-61 .	23,49,37,160	10,67,70,770	34,17,07,930	32,97 06,050	1,11,95,490	34,09,01,540	56,46,43,210	11,79,66,260	68,26,09,470
1861-62 .	22,32,04,320	14,95,19,850	37,27,24,170	36,31,70,420	68,33,550	37,00,03,970	58,63,74,740	15,63,53,400	74,27,28,140
1862-63 .	22,63,23,840	20,50,89,670	43,14,13,510	47,85,96,450	1,11,11,400	48,97,07,850	70,49,20,290	21,62,01,070	92,11,21,360
1863-64 .	27,14,55,900	22,96,25,810	50,10,81,710	65,62,54,490	1,27,04,350	66,89,58,840	92,77,10,390	24,23,30,160	1,17,00,40,550
1864-65 .	28,15,09,230	21,36,33,520	49,51,42,750	68,02,70,160	1,44,45,900	69,47,16,060	96,17,79,390	22,80,79,420	1,18,98,58,810
1865-66 .	29,59,92,280	26,55,73,010	56,15,65,290	65,49,11,230	2,16,41,520	67,65,52,750	95,09,03,510	28,72,14,530	1,23,81,18,040
1866-67 . 11 m'ths	29,01,47,413	13,22,95,323	42,24,42,736	41,85,99,941	1,95,04,350	43,81,04,291	70,87,47,354	15,17,99,673	86,05,47,027
1867-68 .	35,66,43,206	11,77,53,740	47,43,96,946	50,87,40,563	1,02,53,367	51,89,93,930	86,53,83,769	12,80,07,107	99,33,90,876
1868-69 .	35,93,13,740	14,36,65,878	50,29,79,618	53,06,21,647	77,60,819	53,83,82,466	88,99,35,387	15,14,26,697	1,04,13,62,084
1869-70 .	32,87,93,432	13,95,48,072	46,83,44,504	52,47,13,756	1,02,53,858	53,49,67,614	85,35,10,188	14,98,01,930	1,00,33,12,118
1870-71 .	33,34,82,462	5,44,48,231	38,79,30,693	55,33,18,252	1,58,71,799	56,91,90,051	88,68,00,714	7,03,20,030	95,71,20,744
1871-72 .	30,81,07,756	11,57,38,129	42,38,45,885	63,18,58,484	1,42,11,725	64,60,70,209	93,99,66,240	12,99,49,854	1,06,99,16,094
1872-73 .	30,47,30,694	4,55,65,850	35,02,96,544	55,23,62,950	1,27,39,790	56,51,02,740	85,70,93,644	5,83,05,640	91,53,99,284
1873-74 .	31,62,84,972	5,79,25,336	37,42,10,308	54,96,07,861	1,87,90,711	56,83,98,572	86,58,92,833	7,67,16,047	94,26,08,880
1874-75 .	34,64.52,622	8,14,10,466	42,78,63,088	56,31,22,605	1,59,27,214	57,90,49,819	90,95,75,227	9,73,37,680	1,00,69,12,907

NOTE.—Till 1866-67 the figures for merchandise and treasure include the imports and exports on account of Government, subsequent to that year the figures are exclusive of Government trade.

Years.	Imports.			Exports.			Imports and Exports.		
	Merchandise.	Treasure.	Total.	Merchandise.	Treasure.	Total	Merchandise.	Treasure.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1875-76.	37,11,26,672	5,30,07,224	42,41,33,896	58,04,54,046	2,11,51,442	60,16,05,488	95,15,80,718	7,41,58,666	1,02,57,39,384
1876-77.	35,36,71,766	11,43,61,180	46,80,32,946	60,96,16,320	3,94,25,798	64,90,42,118	96,32,88,086	15,37,86,978	1,11,70,75,064
1877-78.	39,32,60,030	17,35,54,596	56,68,14,626	65,18,57,132	2,15,51,356	67,34,08,488	1,04,51,17,162	19,51,05,952	1,24,02,23,114
1878-79.	36,56,61,947	7,05,67,486	43,62,29,433	60,89,36,108	3,89,55,453	64,78,91,561	97,45,98,055	10,95,22,939	1,08,41,20,994
1879-80.	39,74,21,662	11,65,53,948	51,39,75,610	67,17,31,581	1,92,88,279	69,10,19,860	1,06,91,53,243	13,58,42,227	1,20,49,95,470
1880-81.	50,30,88,343	8,98,82,139	59,29,70,842	74,53,12,817	1,40,94,023	75,94,06,850	1,24,84,01,160	10,39,76,172	1,35,23,77,332
1881-82.	46,99,20,842	11,32,27,809	58,31,48,651	81,90,19,596	1,09,73,868	82,99,93,464	1,28,89,40,438	12,42,01,677	1,41,31,42,115
1882-83.	50,00,30,405	13,45,31,572	63,45,61,977	83,40,08,649	98,08,588	84,38,17,237	1,33,40,39,054	14,43,40,160	1,47,83,79,214
1883-84.	52,72,35,338	12,87,79,633	65,58,18,545	88,02,16,371	97,97,587	89,00,13,958	1,40,74,51,709	13,85,77,220	1,54,60,28,929
1884-85.	53,14,79,198	13,87,88,418	67,02,81,588	83,20,05,283	1,88,73,300	85,08,78,583	1,36,26,33,627	16,76,45,214	1,52,02,78,841
1885-86.	51,81,15,805	15,47,78,008	67,28,93,813	83,82,78,401	1,08,73,376	84,91,56,777	1,35,63,94,206	16,56,56,384	1,52,20,50,590
1886-87.	58,66,14,618	11,05,33,194	69,71,47,812	88,42,86,604	1,68,45,111	90,11,31,715	1,47,09,01,222	12,73,78,305	1,59,82,79,527
1887-88.	62,38,48,130	13,82,58,557	76,21,06,687	90,47,14,621	1,51,39,542	91,98,54,163	1,52,85,62,751	15,33,98,099	1,68,19,60,850
1888-89.	66,57,03,181	13,84,49,599	80,41,52,780	96,97,81,715	1,70,34,939	98,68,16,684	1,63,54,84,896	15,54,84,568	1,79,09,69,464
1889-90.	66,56,20,081	17,45,43,037	84,01,63,118	1,03,38,51,692	1,84,19,198	1,05,22,70,590	1,69,94,71,773	19,29,62,235	1,89,24,34,008
1890-91.	69,03,48,999	21,91,94,861	90,95,43,860	1,00,13,57,218	2,07,19,065	1,02,20,76,283	1,69,17,06,217	23,99,13,926	1,93,16,20,143
1891-92.	66,58,26,397	14,72,26,611	81,30,53,008	1,08,01,04058	3,14,31,858	1,11,1835916	1,74,62,30,455	17,86,58,469	1,92,48,88,924

Quantities and values of Trade of Bombay in 1891-92.

The Annual Statement prepared at the Bombay Custom House contains the following statistics of the trade of this Presidency for the year 1890-91:—

"The total value of the Seaborne Trade of the Port of Bombay for the year 1891-92, exclusive of Stores and Treasure on account of Government, amounted to Rs. 98,68,11,252, showing a decrease of Rs. 6,14,35,028, or more than 6 crores. The trade, however, shows an improvement of nearly 3 crores, over the average of the last five years."

The aggregates shown above are divided in the following manner:—

Names of Divisions.	1890-91.	1891-92.	Incr. or Decr. in 1891-92.
	Rs.	Rs.	Rs.
Foreign External Ports	84,63,61,720	80,03,91,002	— 4,59,70,718
Do. Indian Ports	7,24,68,838	5,36,06,547	— 1,88,62,291
British Ports in other Presidencies...	9,63,96 167	10,14,31,410	+ 50,35,243
Do. within the Presidency.	3,30,19,555	3,13,82,293	— 16,37,262
Total ...	1,04,82,46,280	98,68,11,252	— 6,14,35,028

The total value of the several classes of the Foreign Trade of Bombay in 1891-92 are contrasted below with the corresponding figures for 1880-91, and it will be seen that the trade last year fell considerably. The total imports excluding transactions in tre sure were valued at Rs. 25,71,63,036, being less than those of the preceding year by Rs. 1,79,58,564, the cause of the decrease being assigned to the falling-off in the imports of cotton piece-goods, sugar, railway plant and rolling-stock, coal and cotton twist and yarn alone showing a loss of 109 lakhs. The only items that have increased are raw silk, silk piece-goods, copper, provisions, grain and pulse, amounting in all to 84 lakhs. The value of the total Private trade of Bombay with Foreign External Ports has decreased considerably last year, amounting only to Rs. 80,03,91,002 as against Rs. 84,63,61,720 of the previous year, the decrease being almost entirely due to transactions in treasure which diminished in value by over $5\frac{1}{2}$ crores.

	1890-91.	1891-92.
	Rs.	Rs.
IMPORTS—		
Merchandise	27,51,21,600	25,71,63,036
Treasure	17,58,17,241	11,01,59,503
Government Treasure	...	...
„ Stores	65,87,169	75,19,353
Total...	45,75,26,010	37,48,41,893
EXPORTS—		
Merchandise	37,85,94,093	40,63,56,766
Treasure	1,68,28,786	2,67,11,697
Government Treasure	4,70,000	14,00,000
„ Stores	2,95,524	8,85,230
Total...	39,61,88,403	43,53,53,693

Imports and Exports.	1890-91.	1891-92.
Total of private foreign trade—	Rs.	Rs.
Merchandise	65,37,15,693	66,35,19,802
Treasure	19,26,46,027	13,68,71,200
Total.....	84,63,61,720	80,03,91,002
Government Stores and Treasure	73,52,693	98,04,584

Distribution of Trade with Foreign Countries.

The total value of Merchandise and Treasure imported from and exported to each country in the years 1890-91 and 1891-92, respectively, was as follows :—

Countries.	Imports.		Exports.	
	1890-91.	1891-92.	1890-91.	1891-92.
	Rs.	Rs.	Rs.	Rs.
United Kingdom ...	28,89,26,699	22,37,12,752	7,39,46,675	8,54,16,567
Austria	1.44,05,659	64,26,716	1,95,98,011	1,35,18,673
Belgium	56,20,423	70,00,613	3,48,96,876	3,14,72,320
France	76,46,123	80,38,077	4,69.00,555	7,21,54,283
Germany	83,63,580	56,77,211	1,90,85,190	1,77,85,580
Greece	..	...	85,563	98 956
Holland	1,12,192	99,751	29,41,783	71,11,105
Italy	31,87,828	28,96,836	2,74,00 825	2,37 50,226
Malta	79,673	65,650	1,23,780	3,94,998
Norway	2,27,758	3,69,207	...	...
Portugal	..	...	2,45,867	2,12,765
Russia	...	...	22,86,209	13,62,433
Spain	59,104	90,452	18,49.774	6,32,751
Sweden	33,645	1,84,930	2,51,900	1,93,623
Turkey in Europe ...	18,508	6,932	38,138	25,844
Other Countries in Europe	25,583	7,666	...	...
Abyssinia	5,64,645	1,90,936	26,11,736	26,07,424
Cape Colony	...	...	4,448	..
Eastern Coast of Africa, Mozambique... ...	5,03,303	3,98,567	25,07,270	26 66,076
Zanzibar	43,37,897	34,52,662	81,19,309	63,73,410
Other Ports	97,517	1,47,496	1,57,978	1,11,957
Egypt	18,99,622	18,40,959	44,07,344	79,04,511
Madagascar	1.41,858	2,11,807	1,900	...
Mauritius	1,29,11,110	1,17,09,008	21,20,569	23,90,443
Natal	..	...	2,00,442	5,20,465
Other Countries in Africa		2,328	6,348	7,650
United States	23,58,549	72,67,208	82.851	85,596
Aden	23,57,993	33,92,904	70,61,203	80,65,279
Arabia	74,05,209	72,40,167	76,80,520	86,82,633
Ceylon	9,13,281	10,14,050	64,97,795	69,16,618
China	4,96,42,062	4,44,61,853	9,29,43,051	8,98,85.722
Japan	14,04,178	4,74,947	70,90,003	1,25,25,845
Java	1,03,074	2,18,296	77,529	97,992
Maldives	...	...	63,500	68,516
Mekran and Sonmiani ...	2,91,534	3,58,787	1,29,146	2,61,475
Persia	81,95,556	72,75,261	1,61,25,811	1,92,99,171
Philippines	21,601	..	4.181	...
Straits Settlements ...	59,17,554	41,69 493	38,33,034	43,59,716
Russia in Asia... ..	51,48,681	46,76,613	...	...
Turkey in Asia ...	50,09,714	46,27,525	37,79,830	56,71,855
Other Countries in Asia ...	..	4.084	9.470	68 043
Siam	2,96,457	2,17,904	1,45,406	2,09,075
Australia	1,27,10,671	93,92,891	1,21,588	1,58,864
Total M'dise & Treasure ...	45,09,38,841	36,73,22,539	39,54,22,879	43,30,68,463

Principal Articles of Merchandise Imported.

In the following table are given the Quantities and Values of the Principal Articles of Merchandise and Treasure imported during 1890-91 and 1891-92:—

Articles.	Quantities.		Value.	
	1890-91.	1891-92.	1890-91.	1891-92.
			Rs.	Rs.
Animals—living .. No.	4,326	4,762	14,15,505	15,58,160
Apparel, &c.	...	...	49,12,313	52,58,704
Arms, Ammunition, &c (including Dynamite)	...	...	5,25,155	4,82,194
Articles Imported by Post ..	...	...	24,86,303	..
Building & Enginr'g Materials.	...	...	6,25,943	...
Cabinet-ware and Furniture ...	...	...	4,84,598	6,26,843
Candles ... ... Lbs.	...	...	..	...
Chemical Products and Preparations (excluding Dynamite)	...	...	..	...
Clocks and Watches .. No.	...	...	..	...
Coal ... ...Tons.	6,26,773	5,55,775	1,20,70,030	89,92,824
Coffee ... ... Cwt.	7,247	22,942	3,75,624	22,45,755
Cotton—Raw ...Cwts	84,134	81,228	19,45,643	17,72,521
,, Twist and Yarn. Lbs	1,49,49,598	1,38,21,544	1,08,13,456	89,01,847
,, Piece Goods ... Yds.	63,14,73,949	57,17,77,016	8,48,77,179	7,58,22,518
,, ,, ... No.	1,27,08,877	99,91,511		
Drugs & Medicines & Narcotics (including Opium & Tobacco)	...	...	25,72,798	24,62,037
Dyeing and Colouring Materials	...	...	41,41,568	47,80,708
Fireworks	...	...	5,17,003	...
Fruits and Vegetables ...	...	...	4,19,134	8,38,797
Glass	...	...	33,24,793	38,52,200
Grain and Pulse	2,00,776	4,59,157	8,09,136	19,13,726
Gums and Resins ...Cwt.	55,175	60,932	7,84,717	8,56,835
Hardware and Cutlery ...	...	...	52,76,255	51,92,543
Hides and Skins ...Cwt.	19,871	...	7,05,304	...
Instruments and Apparatus ...	...	...	10,58,111	...
Ivory and Ivory-ware... Lbs.	...	...	33,08,025	27,59,787
Jewellery, &c.	...	...	18,43,514	19,58,965
Leather	...	...	10,18,546	11,91,200
Liquors—Ale, Beer and Porter ..Gals	6,96,334	8,78,790	8,77,944	11,20,825
,, Spirits ... ,,	2,78,204	2,92,137	19,06,256	20,27,461
,, Wines & Liqueurs ,,	1,22,796	1,35,085	10,02,749	10,27,614
,, Other sorts ,,	993	468	3,257	1,578
Machinery and Millwork ...	...	...	93,39,564	89,56,606
Matches, Lucifer and other ...	...	...	8,97,040	10,86,949
Metals—Brass ...Cwt.	7,078	5,681	4,32,911	3,36,460
,, Copper ... ,,	2,38,926	2,60,469	94,51,315	1,07,71,079
,, Iron ... ... ,,	13,38,767	11,39,591	82,88,737	66,93,396
,, Lead ... ... ,,	18,384	23,818	2,06,150	2,56,929
,, Quicksilver ...Lbs.	1,30,105	1,09,815	2,30,029	1,67,776
,, Steel... ...Cwt.	3,28,279	3,26,358	22,17,147	19,56,582
,, Tin ... ... ,,	13,111	11,333	8,55,139	7,46,803

Articles.	Quantities.		Value.	
	1890-91.	1891-92.	1890-91.	1891-92.
			Rs.	Rs.
Metals—Zinc or Spelter...Cwt.	49,510	40,728	7,47,446	6,37,969
,, Other Sorts ... ,,	2,352	2,811	2,54,427	3,08,876
Oils... ... ..Gals.	1,50,63,256	1,33,01,088	71,36,094	62,59,970
Paints and Colours,* &c. Cwt.	71,600	...	10,57,972	...
Paper and Pasteboard ...	...	...	25,27,482	22,28,132
Provisions	...	...	56,79,437	69,24,783
Railway Plant & Rolling Stock.	...	...	1,13,93,487	52,59,707
Silk—Raw ... ...Lbs.	20,30,483	23,71,510	87,01,601	1,05,71,865
,, Piece-Goods, &c. ...Yds.	65,34,929	92,57,110	65,34,708	94,71,676
Spices ... ...Lbs.	1,22,03,980	1,32,10,456	27,88,840	23,97,126
Sugar, refined and unrefined ... ...Cwt.	17,28,112	11,78,222	2,06,27,211	1,41,57,823
Tea... ... ...Lbs.	43,50,025	58,50,708	31,01,317	42,53,588
Umbrellas ... ... No.	10,50,190	...	10,30,305	...
Wood (teak and timber) ...	...	...	5,25,204	...
Wool—manufactures of ...Lbs.	..	...	74,18,527	72,52,304
All other Articles	...	...	1,76,00,298	1,76,56,309
Total ..	...	...	27,51,21,600	25,71,63,036
Treasure—Gold ... Tolas ...	25,64,411	14,56,766	5,29,85,091	3,15,48,579
,, Silver ... ,, ...	11,88,10,717	7,52,61,894	12,28,32,150	7,86,10,924
Total Treasure...	..	...	17,58,17,241	11,01,59,503
Grand Total...	...	...	45,09,38,841	36,73,22,539

Oils.

Seven-eighths of the trade registered under this head is Kerosine. In 1881 the Petroleum Act came into force. It maintained the flashing point at 73° and enforced the testing of oil through the Customs authorities. A consignment of 3,200 cases of oil from the ship William Douglas was refused in the same, under the Act, permission to land as on being tested it was found that the flashing point of the oil was below 73°, and the owners were compelled to reship the cases, which they did to ports beyond British India. In 1882-83, after the embarrassment caused by the introduction of

* Excluding painters' materials,

the Petroleum Act had passed away, there were very large imports of kerosine amounting in value to 29¾ lakhs, being nearly double those of the previous year. In 1883-84 there was a natural reaction, there being a decrease of 9¼ lakhs in the imports. In 1886-87 there was an increase which was partly due to the fact that 1,481,232 gallons of kerosine oil, worth roughly six lakhs, had been imported from Batoum. It was expected, however, that the trade with the Russian port in this article would be diverted elsewhere. It was stated that the Russian Naval authorities began to find its growth inconvenient, and were said to be considering the advisability of closing it. This expectation has, however, not been realized ; on the contrary, the supplies of kerosine oil from Russia showed an increase of 712,645 gallons in 1887-88, and it seemed probable, judging from the success which had attended the trade due to cheap transit charges, that before many years the exports of oil would be entirely diverted from America to Batoum and Baku, the Russian ports at which oil is shipped. Notwithstanding this, however, there was a decline during the year 1888, to the extent of 10 lakhs, ascribed to late shipments from America and Russia, the supplies from the former country showing a considerable falling off worth over 14 lakhs. Last year there was a falling off in the imports of kerosine oil, to the value of 8½ lakhs of rupees. The oil comes chiefly from New York and Batoum. The imports from Batoum are drawing the New York importation out of the market. In 1890-91 the quantity of oil imported from New York amounted to 20,54,788 gallons, valued at Rs. 10,12,043, but last year the returns only showed 12,51,168 gallons, of the value of Rs. 6,24,654. While Batoum imported oil to the extent of 1,22,91,360 gallons valued at Rs. 51,47,997 in 1890-91 and 1,13,40,012 gallons of the value of Rs. 46,75,985 in 1891-92. The New York oil is more expensive, but is superior both as to light giving properties and to combustion.

Sugar.

This item in 1885-86 showed a decline of nearly 71 lakhs, or 35½ per cent. against an increase the year before of 80 per cent. ; in 1887, however, there was an increase of about 26·86 per cent., when the Com-

missioner of Customs predicted a decline in sugarcandy, one of the principal sub-heads, owing to the cheap local manufactory of this article, observing that whilst the trade with Zanzibar declined from Rs. 54,740 to Rs. 736, that of the United Kingdom rose from Rs. 914 to Rs. 1,58,292. This decline, or rather extinction, of the Zanzibar trade was attributed to Zanzibar's inability to compete with the Indian commodity, and the figures of 1888 fully bore this out. The supply from Hongkong also declined $1\frac{3}{4}$ lakhs in value. The heavy receipts in sugar 1889-90 caused a fall of about 14 lakhs in value in the shipments to Bombay. This was also due to direct importation to Karachi from Mauritius. In 1890-91 there was a very important increase in the importations under this head, and the value rose from $150\frac{1}{2}$ lakhs to $206\frac{1}{4}$ lakhs. The bulk of the trade was in refined sugar with Mauritius, but the receipts from this island slightly fell off, as the value was only $123\frac{1}{3}$ lakhs against nearly 129 lakhs during the preceding twelve months. The growth in the trade with Germany has been remarkable, and the imports, which in 1889-90 were valued at only $1\frac{1}{2}$ lakhs, have now risen to $43\frac{1}{3}$ lakhs. The selling rates of sugar were abnormally low in 1890-91 in Bombay ; but the prices were favourably received by the Native customers, and at the close of the year very little of the stock was reported to be on hand. The imports last year declined to the extent of $64\frac{1}{2}$ lakhs. The imports from all countries show a decline, Hamburg heading the list with $34\frac{1}{4}$ lakhs, Mauritius and the United Kingdom next with a decline of $11\frac{1}{4}$ laks each, and Hongkong $3\frac{3}{4}$ lakhs. The decline is owing to the bad crop of sugarcane in Mauritius in 1889-90 ; and in 1890-91 there was a great demand for sugar in the market for which the supply was not adequate from Mauritius, and consequently Hamburg sugar found its way into the market. In the latter year the sugar crop was good, and the supply was equal to the demand for Mauritius sugar, and the Hamburg import became less. The decline in last year's imports is owing to the famine in Southern India, and the people could not afford to buy much sugar, and as the demand was small the indents on Mauritius were small. The low rate of exchange had also a bad effect on the market.

Woollen Piece-Goods.

The quantity and value of the importations under this head in 1890-91 were considerably below the average of the five preceding years; stocks ran low, and a reaction set in, resulting in a larger trade being done last year than during 1889-90. The falling off, which was noticed for the past year or two in the trade with the United Kingdom, received its quietus in 1890-91, the receipts from that country being valued at nearly 11½ lakhs more than in 1889-90. Germany and Austria also sent in much larger quantities; the value of the importations from Germany being 6 lakhs more than in 1889-90, and those from Austria, exceeding the value of the importations of the previous year by nearly 4 lakhs. A small decrease was indicated last year, caused by the importation from Germany and Austria of a cheaper article, called felt, which from its cheapness found a ready Market. The United Kingdom imported 41¼ lakhs of rupees worth of coating broad cloth and Spanish stripes. With the single exception of the United Kingdom, the imports from all the other countries were below last year.

Cotton Piece-Goods.

With an increase of over 45 lakhs under this head in 1890-91, it was thought that this trade would improve further in the following year. But the returns for 1891-92 showed the enormous decrease of nearly Rs. 1,00,00,000. The large stocks of the previous year and the low exchange are assigned to be the chief factors in the decrease, which is noticeable under nearly all the heads. Grey Goods head the list with a decrease of 77½ lakhs, White and Coloured Goods come next with decreases of 6¾ and 3⅓ lakhs respectively.

Cotton, Twist, and Yarn.

The imports under this head have decreased to the extent of 19 lakhs of rupees, owing to the small supply from the United Kingdom and Austria, which imported 18½ lakhs and ¼ of a lakh less, respectively, than the preceding year. There is a total decline noticeable under Twist and Yarn to the extent of 19 lakhs of rupees. The low rate of exchange is responsible for the decline, together with the large stocks of the previous year.

Coals.

As was expected last year, the imports of coal have fallen off to the extent of Rs. 30¾ lakhs. The bad rates for freights existing in the United Kingdom, and the large balances on hand of the previous year, are assigned to be the chief causes of the decline. The

Factory Act is responsible for a decrease in the consumption of coal, owing to the stoppage of work on certain days in the month.

Liquors.

The imports for last year have increased to the extent of nearly 4 lakhs, the increase being noticeable under all heads. Brandy only has decreased, owing to the prevailing preference for whisky, which has increased by Rs. 67,400. Wines and liqueurs have materially increased, Champagne being the chief factor in the increase.

Tea.

The decline of 3½ lakhs in the value of the imports under this head in 1890-91 was almost unaccountable, there having been an increase in re-exports of 11¾ lakhs. Last year the total trade in Tea amounted to 42½ lakhs of rupees against 31 lakhs in 1890-91. Out of this, 30⅓ lakhs of rupees were re-exported to ports in the Persian Gulf. The imports of Black tea exceeded that of the previous year by 5½ lakhs of rupees in value. Green tea, which is little used in this country, except by Moguls, also exceeded the importations of 1890-91 by 6 lakhs of rupees. Ceylon tea is daily gaining ground in the popular favour against China tea.

Metals.

The trade under this head declined last year to the extent of 8 lakhs of rupees, the importations of iron having fallen by 16 lakhs of rupees in value. The main cause of the sudden decline of iron was owing to the death of a large iron-importer, who had a large stock in hand. Smaller dealers, thinking that the demise of this importer would lead to an advancement of their own businesses, imported iron freely. In consequence large stocks were left on hand, and local merchants indented on these instead of sending to England. The low exchange also prevented dealers from ordering from Europe.

Railway Plant, &c.

A decrease of 61 lakhs of rupees is noticeable under this head on the returns of last year, the decline being attributed to the falling-off in demand for carriages, trucks, sleepers, rails, fish-plates, &c., and also to the completion of the Sind-Pishin and Bengal-Nagpore Railways. However, there is an increase of 5 lakhs of rupees in Enginres and Tenders.

Machinery and Millwork.

The activity noticed for some years past in the erection of mills in Bombay and the Mofussil has received a check, and imports have fallen off accordingly. There are no indications of the revival of the trade under this head, and it is apprehended that there will be a further

fall in imports this year. The figures for eight years given below show the different fluctuations of the trade :—

	Rs.		Rs.
1884-85	67,72,505	1888-89	1,12,77,400
1885-86	46,76 016	1889-90	1,39,99,260
1886-87	70,02,092	1890-91	93,39,564
1887-88	94,63,403	1891-92	89,56,606

The total value of the import trade last year, exlcuding transactions in treasure, were valued at Rs. 25,71,63,036, being less than that of 1890-91 by Rs. 1,79,58,564. The principal decrease has been contributed by cotton piece-goods, sugar, railway-plant and rolling-stock, coal, cotton twist and yarn, which together represent a decrease of 266 lakhs, cotton piece-goods, cotton twist and yarn alone showing a combined loss of 109 lakhs. The only heads under which an increase is noticeable are raw silk, silk piece-goods, copper, provisions, and grain and pulse, the improvement amounting to 84 lakhs.

The following table shows the quantities and value of the principal articles exported from Bombay, including Treasure :—

Articles.		Quantities.		Value.	
		1890-91.	1891-92.	1890-91.	1891-92.
Indian Produce.				Rs.	Rs.
Coffee...	Cwt	17,351	21,498	9,83,941	12,50,358
Coir Manufactures (excluding rope)	,,	40,868	51,839	3,27,341	4,18,150
Cotton, raw	,,	45,62,286	35,44,054	12,90,47,073	8,53,61,852
,, Twist & Yarn ...	Lbs.	1583,88,180	1553,51,553	6,14,13,907	5,55,55,451
,, Piece-goods ...	Yds.	5,42,02,049	5,83,36,155	} 66,99,636	73,00,109
,, ,,	No.	1,32,427	1,45,214		
Drugs and Medicine (including Opium and Tobacco)		..	..	3,38,96,931	3,65,59,599
Dyeing and Colouring Materials	Cwt	5,06,476	5,77,588	35,35,903	42,60,646
Grain and Pulse... ...	,,	78,46,108	...	3,39,79,776	8,12,34,880
Gums and Resins ...	,,	33,165	33,936	8,47,573	7,52,455
Hemp (Raw)	,,	28,703	49,256	2,26,822	4,13,351
Hides and Skins... ...	,,	48,567	52,640	52,84,120	57 25,846
Manures	Tons.	13,674	16,659	8,26,317	9,62,047
Provisions	...	...	..	37,42,000	47,85,041
Seeds	Cwt.	69,06,148	99,51,238	4,59,81,014	6,64,60,388
Spices...	Lbs.	44,46,460	51,58,857	9,31,456	12,8 ,041
Tea	,,	7,88 176	26,18,695	6,75,628	20,24,945
Wool, raw	,,	1,53,18,510	1,46,89,996	70,84,188	68,50,763
Other Articles	...	...	...	62,42,853	66,68,106
Total...		...	...	34,38,34,392	37,10,26,583

ARTICLES.		QUANTITIES.		VALUE.	
		1890-91.	1891-92.	1890-91.	1891-92.
Foreign Merchandise.					
Cotton—Twist and Yarn ...	Lbs.	11,50,921	14,14,611	7,62,224	9,33,856
,, Piece-goods ...	Yds.	8,37,44,704	8,83,00,331	1,61,32,983	1,68,75,433
,, ,, ..	No.	17,48,784	18,68,706		
Gums & Resins—excluding Cutch and Gambier ..	Cwt.	31,807	33,483	6,04,851	6,85,282
Ivory—unmanufactured ...	Lbs	2,58,010	2,61,124	14,94,568	15,04,680
Metals—Iron, wrought ...	Cwt.	10,696	15,113	3,79,819	4,83,310
Copper, wrought	...	10,696	15,113	4,40,989	6,51,807
Provisions	...	...	..	11,48,727	9,76,765
Spices—Cloves	Cwt.	22,42,271	10.14,247	5,15,297	2,04,498
Sugar, refined	,,	1,55,754	1,53.981	19,13,785	18,54,079
Tea	Lbs.	31,77,671	33,66,336	28,49,214	34,56,153
Wool—raw	,,	39,30,360	19,12,708	18,24,170	8,50,992
Other Articles	...	...	..	49,67,535	54,20,024
Total...		...	...	3,47,59,701	3,53,30,183
Treasure.					
Gold	...Tolas...	3,57,398	7 07,856	71,91,609	1,58,66,494
Silver... ...	... ,, ...	94,81,084	1,05,74,548	96,37,177	1,08,45,203
Total Treasure...		98,38,482	..	1,68,28,786	2,67,11,697
Grand Total...		...	...	39,54,22,879	43,30,68,468

Wool, raw, and Shawls.

There was a downward tendency in the export of wool during the years 1881-82 to 1884-85, which was no doubt attributable to an unusually heavy export in the year 1880-81, having overstocked the Home markets. But 1886-87 showed a remarkable increase both in value and quantity of raw wool. In raw wool we had an increase of about two million pounds in quantity and 8¾ lakhs in value. This large increase was attributed to traders having held back from making shipments in 1884-85—when the European markets were low—with a hope of improvement, but as no change took place, they had to resort to importation to clear the stock remaining on hand. In 1888 there was again a slight decrease equal to about ¼ per cent., but last year, 1891, nearly the whole of the improvement noticed in this trade in 1890 was lost, and the exports, which amounted to 1,53,18,510 lbs., were on a level with those of 1888-89, and besides were below the average of the past five years. The two woollen

mills, which were started in Bombay a few years ago, are said to have consumed in 1890-91 nearly 10,00,000 lbs. of raw wool, which accounts for the decline in shipment in that year. Last year, the total of export under this head was 68½ lakhs of rupees, which was a decrease of 2⅓ lakhs in the previous year. The bulk of the exports was to the United Kingdom which alone took 67¾ lakhs, which was a little less than the export trade of the previous year.

Cotton, raw, and Twist and Yarn.

In this very important item of the export trade of the country there was last year a decrease in the quantity and value of the shipment of cotton twist and yarn, amounting to Rs. 58,58,456. The shipment of raw cotton also declined to the value of Rs. 4,36,85,221. In 1888, there had been an increase of 147½ lakhs, but in 1887, there was an enormous decrease amounting to 239¾ lakhs, the exports to the United Kingdom alone falling short by 163¼ lakhs. The decrease was attributed by some to the fact that the quality was inferior; but as heavy shipments as a rule were made in April, May, and June, it was probable, the Commissioner of Customs surmised that the result of the abundant crop would be noticeable as the year progressed. The season, however, notwithstanding a decrease of 8,04,988 cwts. of the value of Rs. 239¾ lakhs, was more favourable for the proper development of the crops than the year before 1886. A reaction did set in, verifying the prognostications of the Commissioner, as with the exception of Spain and Italy, all the other European countries that consume our cotton, had increased their imports. The export to China fell by 10½ lakhs, because the Chinese, instead of manufacturing yarn themselves, bought it ready made in our local mills. The accompanying

1879-80	Rs.	7,57,14,996
1880-81	,,	9,77,71,855
1881-82	,,	11,88,21,738
1882-83	,,	12,89,24,561
1883-84	,,	11,09,95,864
1884-85	,,	10,88,52,143
1885-86	,,	8,48,58,580
1886-87	,,	9,96,31,442
1887-88	,,	10,90,28,314
1888-89	,,	12,11,48,814
1889-90	,,	14,55,72,791
1890-91	,,	12,90,47,073
1891-92	,,	8,53,61,852

table shows the fluctuations in the trade during the last 13 years. In the trade, last year's figures given at page 145, show that this item holds the first place amongst exports of Indian produce, representing nearly 22 per cent. of the total trade. The heavy decline in the exports of raw cotton, which amounted to nearly 34 per cent., was due to the large cotton crops in America and the low prices existing there, which induced the Millowners in the United Kingdom to take larger stocks from America. Last year the Indian Cotton crop was below the mark, and failed entirely in the Dharwar district.

The trade in twist last year declined in value to the extent of Rs. 58,58,456. In 1880 the value of the exports of twist and yarn amounted to 103 lakhs, in 1884 to 174 lakhs, in 1888 to 378 lakhs, in 1889 to 497 lakhs, in 1890-91 614 lakhs, and last year 555 lakhs. The increase which was noticeable since 1880, received a check last year, the exports having decreased by 58 lakhs.

Seeds.

The quantity of the shipments under this head during the past twelve months exceeded that of 1890-91 by 30,45,090 cwts., or in value, by Rs. 2,04,79,374, the increase being due to the abnormally large exports of linseed, rapeseed, and gingelly seed.

Grain and Pulse (Wheat).

Next to Cotton, the largest export generally takes place in this item. There was a decline in the shipments under this head in 1889-90, the reason being that the large crops of Wheat in Europe and low prices offered no inducement to exporters. Since then a reaction of the trade set in, caused by the failure of the last European crops, and the sudden rise in prices. The shipments in 1890-91 showed an improvement in weight to the amount of 9,53,706 cwts., or in value Rs. 31,58,850. The United Kingdom took by far the largest portion, amounting to little over one-half of the whole trade, France coming next. Last year there was a very large

advance in the trade, amounting to 4¾ crores of rupees over the previous year's exports. The increase was quite abnormal; but will not last, as the sudden improvement was due to the famine in Russia. The trade has already began to resume its normal proportions.

Trade via the Suez Canal.

Since the opening of the Suez Canal in 1869, a complete revolution has been effected in the shipping trade between Bombay and Europe. Formerly the bulk of the trade was conveyed in ships round the Cape; now the larger proportion of it is carried by steamers through the Canal.

The figures given below show the number and tonnage of vessels engaged in the Indian trade with foreign countries, adopting the Suez Canal route, which entered and cleared from and to Foreign Countries at Ports in the Presidency of Bombay, and at its chief Port from 1886-87 to 1891-92 :—

Years.	Entries *via* Suez Canal.		Clearances *via* Suez Canal.		Total Entries and Clearances *via* Suez Canal.	
	No.	Tons.	No.	Tons.	No.	Tons.
1886-87	404	7,17,433	433	7,71,230	837	14,88,663
1887-88	438	7,82,622	382	6,98,593	820	14,81,215
1888-89	424	7,87,841	385	7,31,672	809	15,19,513
1889-90	336	6,85,394	312	6,32,799	648	13,18,193
1890-91	393	7,89,721	301	6,04,401	694	13,94,122
1891-92	502	9,71,502	244	8,68,437	944	18,39,939

The Trade in Treasure.

The commerce in Gold and Silver forms a very important part of the Trade of Bombay, and swells especially the value of the Imports. As treasure is chiefly imported into India by the mail steamers

from England and China, the lion's share naturally falls to Bombay. The following figures, showing the movements of treasure from 1876-77 to 1891-92 will be read with interest :—

VALUE of the TOTAL IMPORT & EXPORT of TREASURE into & from BRITISH INDIA & BOMBAY in the official years ending 31*st March from* 1876 *to* 1892.

BRITISH INDIA.			BOMBAY PRESIDENCY		
Years.	Imports.	Exports.	Years.	Imports.	Exports.
	£	£		£	£
1876-77 ...	11,436,118	4,029,898	1876-77 ...	8,296,160	3,333,076
1877-78 ...	17,355,459	2,210,995	1877-78 ...	11,959,716	1,781,004
1878-79 ...	7,056,748	3,982,228	1878-79 ...	4,857,464	3,079,715
1879-80 ...	11,655,394	2,035,147	1879-80 ...	8,025,848	1,298,848
1880-81 ...	8,988,213	1,409,403	1880-81 ...	6,710,139	880,662
1881-82 ..	11,322,780	1,097,386	1881-82 ...	9,015,330	570,172
1882-83 ...	13,453,157	980,858	1882-83 ...	10,727,234	501,340
1883-84 ...	12,877,963	979,758	1883-84 ...	10,321,958	692,700
1884-85 ...	13,878,847	1,885,679	1884-85 ...	10,701,455	1,248,906
1885-86 ...	15,477,800	1,087,837	1885-86 ...	12,478,924	903,218
1886-87 ...	11,053,319	1,684,511	1886-87 ..	9,474,118	1,248,636
1887-88 ...	13,825,855	1,513,954	1887-88 ...	12,166,777	1,131,023
1888-89 ...	13,844,959	1,784,346	1888-89 ...	12,108,777	1,454,842
1889-90 ...	17,459,501	1,906,321	1889-90 ..	15,871,836	1,566,790
1890-91 ...	21,934,486	2,123,178	1890-91 .	17,581,724	1,682,878
1891-92 ...	14,722,662	3,286,685	1891-92 ...	11,015,950	2,671,169

Shipping.

The following statement exhibits the total number and tonnage of vessels which entered and cleared at Bombay with cargoes from and to Foreign Ports :—

	1890-91.		1891-92.	
	Vessels.	Tons.	Vessels.	Tons.
Entered	984	1,153,930	1,020	11,33,894
Cleared	835	925,036	1,005	12,19,055

* The above table includes sailing vessels and steamers. The vessels entered and cleared, taken together, exhibited diminution of 82 vessels, as compared with 1888, while the tonnage is greater by 32,433 tons; the vessels entered show a decrease of 17 and 2,101 tons in burthen; while those cleared are less by 65, and the tonnage larger by 34,534 tons.

Names of Wharves appointed for the landing and shipment of Goods and the Class of Goods for the Landing and Shipment of which they have respectively been appointed under Bombay Government Notifications, dated the 17*th May and* 7*th December* 1881, *respectively :—*

Pilot Bandar.—Coals only.

Todd Bandar.—Green grass, hay, fire-wood, sand and chunam, on import only.

Sassoon Dock.—Cotton, wool, gingelly, linseed and rapeseed.

Victoria Bandar.—Cotton, wool, seeds from Indian ports, green grass, firewood, and fresh fish, coals, bricks, tiles, chunam, sand and stones on import, and cotton, wool, seeds, myrabollams, horns, castor oil, hoop iron, bardans, hemp, rags, mowrah and twist on export.

Gun Carriage Bandar.—Materials, stores and coals for B. B. & C. I. Railway Company, timber and coals for the Gun Carriage Agency, and fresh fish on import. Railway materials only on export.

Jamsetjee Bandar.—Cotton, wool, coals, and hemp on import, and cotton, wool, and hemp only on export.

Arthur Bandar.—Cotton, wool, and all free goods by native craft from free ports on import, excepting opium, salt, spirits, tobacco, fish (salted or fresh), cotton, wool, linseed, rapeseed and gingelly only on export.

Government Coal Depôt.—Government coals only.

Apollo Bandar.—Fresh provisions, baggage the property of passengers.

Government Dockyard.—Government stores only.

Arsenal Wharf.—Military stores, the property of Government only.

Mody Bay.—Chunam, sand, bricks, stones, hay, fresh fruits and coals on import and fresh provisions on export.

Bori Bandar.—Personal baggage and stores not dutiable; vegetables, fresh fruits, provisions, hay, straw and chunam only.

Moodi Bandar.—All duty free goods, dutiable iron and machinery on import, and cotton, wool, coal, iron, and machinery and all duty free goods except opium on export.

Carnac Bandar, including Nicol Basin.—Goods by square-rigged vessels, including personal baggage from or to customs or foreign ports, goods by native craft, from or to foreign ports only, except opium, gunpowder, and explosives; also passengers and baggage, during monsoons.

Masjid Basin.—Free goods by native craft from and to customs ports only, except opium, salt, spirits, tobacco, fish (salted or fresh), sand, bricks, tiles, chunam, rafters and bamboos.

Victoria Dock—All dutiable and free goods except gunpowder and explosives.

Prince's Dock.—All dutiable and free goods, except gunpowder and explosives.

Malet Bandar.—Coals and all free goods by native craft from customs ports only except opium, salt, spirits, tobacco, fish (salted or fresh), gunpowder and explosives.

Frere Basin Bandar.—Materials, stores and coals for the G. I. P. Railway Company.

Clerk Basin Bandar.—Coals only by special permission.

B. I. S. N. Company's Dockyard.—Company's stores only.

Mazgaon Bandar.—Personal baggage and stores, treasure, fresh fish and firewood only.

P. & O. S. N. Company's Dockyard.—Company's stores only.

Kasara Bandar.—Timber only.

Powder Works Bandar.—All free goods by native craft from and to free ports, excepting opium, spirits, tobacco, salt and salted fish

to import, also petroleum and other goods prohibited at the Town Custom House except gunpowder and explosives and on export country twist and piece-goods.

Tank Bandar.---Timber only.

Frere Land and Pier Company's Bandar.—Hay, straw, firewood, coals, coke, chunam, tiles, stones, bricks, bones, timber, sand, hides, horns, and pottery only.

Kandli Battery.—Firewood, hay, straw, and tattas only.

Port Trust Powder Magazine, Siwri.—Gunpowder, ammunition, and other explosives only.

Haji Esa Fudla's Bandar.—Fish (salted, dry or fresh), hides, bones, sand, stones and coal only.

Siwri Bandar.—Firewood, batty, hay, straw, pottery and tattas only.

Government Powder Magazine, Siwri.—Gunpowder only.

Sion Bandar.—Firewood, batty, hay, straw, pottery, tattas, dry fish, tiles and fishing stakes only.

Mahim Bandar.—Personal Baggage and stores not dutiable and goods to and from Indian ports by native craft only, except opium, salt, and tobacco.

Warli Bandar.—Fresh fish, fishing nets, firewood, cadjans, batty, chunam, hay, straw, dry fish, tiles, and fishing stakes only.

Chaupati Bandar.—Firewood, tiles, chunam, fresh fish, stones, and cadjans only.

Cotton Pressing.

The necessity of reducing so bulky an article as cotton into the narrowest compass before shipping it to Europe led to the introduction at an early date (1694) of machinery for screwing the loose bales down into bales of smaller measurement. Improvements have been continually made in the cotton screw, till now the pressure applied is so enormous that fully three of the ordinary up-country "docras"

of cotton can be screwed into one full-pressed bale of 392 lbs. Much of the pressing is now done in the cotton districts of the interior, to save railway carriage to Bombay; and a continually decreasing proportion of the cotton crop will probably be left from year to year to be pressed in Bombay. The following is a list of the Presses now working in the Island of Bombay and up-country :—

Name of Press.	Number of Shares.	Nominal value of each Share.	Amount paid on each Share.	Total amount of Capital paid up.
				Rs.
Akbar Manufacturing & Press Company, Ld.	200	1,250	1,250	2,50,000
Albert Ginning Company, Limited	100	500	all	50,000
Albert Press Company, Limited (Karachi) ..	200	1,100	1,100	2,42,000
Apollo Press Company, Limited (small shares)	750	2,400	2,200	3,00,000
Bellary.....	167	1,000	1,000	6,20,000
Breul's Cawnpore Press Company, Limited..	500	200	200	1,00,000
Bombay Cotton Press Company, Limited....	1,000	125	125	1,25,000
Colaba Press Company, Limited	500	1,880	1,880	9,40,000
East India Press Company, Limited	350	1,000	1,000	7,00,000
English Press and Manufacturing Co., Ld...	180	250	..	..
Fort Press Company, Limited	515	8,500	8,500	12,75,000
French Press Company, Limited	300	500	all	1,50,000
Harvey and Sabapathy Company, Limited..	450	450	500	2,25,000
Hengoli Press Company, Limited	750	100	all	..
Khamgaum Cotton Press Company, Limited.	240	450	450	1,20,000
Manmar Manufacturing Company, Limited.	1,000	250	250	2,50,000
Mahmad Pura Cotton G. & P. Company, Ld.	300	500	500	..
Mercantile Press Company, Limited	1,500	125	125	1,87,500
Mofussil Company	3,125	400	400	12,50,000
New Berar Cotton Ginning and Press Company, Limited	1,250	500	500	6,25,000
New Indian Press Company, Limited	4,000	125	125	5,00,000
Prince of Wales Press Company, Limited....	600	500	100	60,000
Sabapathy Press Company, Limited	500	500	500	2,50,000
Sind Press Company, Limited	400	2,000	750	3,00,000
Sind and Punjab Cotton Press Company	100	1,000	1,000	1,00,000
Sassoon Press Company, Limited	300	500	500	1.50,000
Volkart United Press Company, Limited....	450	1,000	1,000	4,50,000
Victoria Cotton Gin and Press Company, Ld.	..	..	..	1,27,500
Total.....	..	..	..	1,06,90,000

Handloom Cotton Industry.

It must not be supposed that either the English or the Bombay mills have yet succeeded in completely displacing the hand-made manufactures of India. Probably the natives throughout the country still make most of their clothing themselves, though there are no less than 107 mills at work in the Bombay Presidency. In Bombay,

especially in the Native Town, the natives can be daily seen at their work, weaving cloth with their old fashioned hand-looms. The cause of this it is hard to find. In Bombay there are alone 50 Spinning and Weaving Mills employing, on an average, no less than 44,111 hands daily, but still the weavers, who form a distinct class themselves, continue the hand manufactory of cloth. The principal parts of the city in which this hard-working class can be found are in Duncan Road, near Byculla, and the locality in and about Baboola Tank, leading to Mazagon.

A number of printers of sarees are settled in Bombay, and much of the cloth manufactured at the Bombay mills is dyed in the vicinity of the city, and exported to the Deccan and Concan for the use of the Mahomedan community. Ahmedabad, Yeola, Ahmednuggur, Mallegaum, Poona, and Dharwar are all celebrated for their cotton goods; and at most of these places, as well as at Bombay, silks are woven and dyed for rich sarees, kincobs, turbans, &c. "The kincob," quoting from Mr. Terry's chapter on the manufactures of Bombay and its Presidency, "the richest kind of woven fabric produced in this Presidency, is either all gold thread and silk, or silver, gold, and silk. This fabric assumes different names according to the design or the quantity of gold or silver thread it contains. The kincobs of Ahmedabad and Surat are celebrated and sought after by the wealthy from all parts of India. Yeola, Poona, and Nassick have also a great reputation for silk or cotton sarees finished with rich gold or silver and silk borders, beautifully filled in with designs executed on the looms. Bombay does not produce the more valuable class of these goods; but both Hindus and Mahomedans manufacture silk cloth, which is sold for gagras (petticoats) and cholis (breast cloths) to the up-country and Gujerat people. Some of their looms are situated near the Jail and round the Baboola tank. The different sorts of brocaded stuffs known as kincobs, hemrus, masrus, lapas and tas, are worked as sarees, cholis, waistcoats, pagaris, shoulder-cloths, kamarbands, izars, &c., &c. The higher-caste Hindu women of Kattiawar and Gujerat, as also the Memon, Khoja, Bora, and

Kincobs.

Bombay Silk and Cotton Sarees.

other Mahomedan women, wear the chindari or chapa work, either plain or with rich borders. A large number of people have from early times been employed on all these manufactures throughout the Presidency, but their profits and the number of work-people are rapidly diminishing, owing to the introduction of European goods."

Gold and Silver Thread Manufacture.

"Gold and silver thread enter largely into the manufacture of silk and cotton goods. In the preparation of this thread the metal is attached by the application of heat, the operation being performed with such nicety that one rupee's worth of silver can be drawn out to nearly 800 yards. Before being used in the loom, this metallic thread is generally twisted with silk. In the manufacture of the fabric known as tas, however, the gold and silver wire is beaten flat, forming the warp to a woof of thin silk or cotton thread. The working up of this thread into ornamental edgings for sarees is an active branch of the manufacture. The richest and most highly prized border is the 'Shikar' pattern made in Poona."

Embroidery.

"In Bombay also gold and silver thread is manufactured and used for lace. Embroidery on silk cloth and cotton, in gold, silver, and silk thread, is carried on to some extent in Hydrabad, in Sind principally for the European markets. Caps, slippers, cushions, covers, chogas, saias, waistcoats, &c., are made for Mahomedans. Nauanagar and Gondal, in Kattiawar, produce the richest and best-worked silk embroidery, for which Kutch gets the credit. Baroda, Surat, and Bombay also manufacture embroidery for the Mahomedan and Parsee communities. Embroidered silks are little worn by Hindus, except by the women of Gujerattee castes."

Fibres.

"Fibres are used for the manufacture of paper in Ahmedabad, Baroda, Surat, Nassick, Bombay, and Kolhapore. The samples turned out are, however, of small market value. Mats, beds, &c., are manufactured from coir (cocoanut fibre) in the Bombay Jail, the Thanna Jail, and in the bazaars." There is a small paper mill at Bombay which turns out good packing paper and strong coarse paper of the kind used by the natives for writing accounts upon ; but the manufacture of printing paper for which there is an extensive and increasing demand, and which was not attempted on this side of India, till last year, when a company was projected by a well known solicitor

Paper Mill.

and operations commenced by the Bombay Paper Mills, and are now in full working order. The Deccan Paper Mills in Poona started work during the early portion of last year.

Wool.

"The woollen manufactures of this Presidency are but few. In Sind, saddle-cloths, blankets, and felts are made. Throughout the rest of the Presidency there is, except among the poorest classes, but little demand for woollen stuffs." There are in Bombay two woollen mills, the Sorab Woollen Manufacturing Co., and the Bombay Woollen Manufacturing Co., Ld.

Leather.

"Although not very well prepared, leather is worked into a variety of articles in Sindh, Kutch, Kattiawar, Gujarat, Baroda, Khandesh, Bombay, Poona and Sawantwaree. One of the most curious of leather articles is the jar (dabaro), used for holding oils and ghee. The dabaro is made by stretching fresh skins over a dry hollow mould of clay. The skin is left in this position until it has become dry, when the clay mould is broken, the leather retaining the form of the earthen jar. The rim is made by twisting pieces of skin round clay, the latter being left inside. Leather scales are made on circular earthen jars (matkas); the best are from Ahmedabad. Surat leather-bottle workers buy up old articles and re-model them. In Sind the chief leather manufactures are saddle-covers for camels and horses, shoes, leggings, and accoutrements. Ahmedabad still keeps up the manufacture of shields; but they are now only purchased by Europeans as ornaments, though some years ago they were commonly used as weapons of defence by the Arab mercenaries. Very good boots and shoes, saddles, bags, &c., are made in the European fashion by native workmen, under European superintendence, in Bombay and Poona." Formerly, very good army accoutrements, manufactured in Bombay, were supplied for the use of the British troops; and Mr. Tanner, of Bombay, realized a large fortune in this branch of business during the years of the Mutiny. The only remnant of this trade now is a tannery at Sion owned by an old resident of Bombay, Mr. Roland.

Pottery.

"Little, except the commonest, pottery is to be met with throughout the Presidency; yet it is manufactured almost everywhere, as there is a constant demand for it amongst the poorer classes, who cannot afford to purchase copper vessels. Glazes are seldom, if ever, used, except in one or two localities. Matkas are polished by the friction of pebbles attached to a string and applied by the right hand, while the vessel is made to revolve by the left. A similar

process is performed with a stick. Sind produces the best pottery of Western India. The art was introduced, or at all events developed by the Mahomedans, whose chiefs, the Ameers, gave it every encouragement. Magnificent tombs and mosques, now in ruins, testify to the great degree of excellence the potters had attained. The art of glazing, which those potters possessed, has been transmitted down to the present day, but the work and materials have lost much of their original excellence. An effort is being made at the Bombay School of Art, to keep up and revive this art, which may yet with proper care regain its former usefulness and celebrity." At the School of Art Pottery Works, clay from Santa Cruz or Belvedere Hill in Bombay has been used, and is found to take and keep the glaze better than any kind of clay previously tried; and well-designed ornamental flower-pots are made of it which command high prices. Within the last year the works known as the Wonderland Art Pottery Works have been disconnected from the School of Art and are now under the sole control of Mr. Terry, the director of the works. The Works are well worth a visit, some of the productions of the koombars and student-artists being of a first-class order.

Precious Metals, &c.

"Gold and silver are worked into ornaments throughout the Presidency. The custom of loading women and children with the greater part of their wealth, practised by all classes and castes of natives, ensures everywhere to goldsmiths a lucrative trade. The usual method adopted is to place in the goldsmith's hands the metal to be converted into ornaments, he generally charging from 8 annas to Rs. 2 or 3 per tola for his labour. The poorer classes wear many ornaments made of baser metal. Sind goldsmiths' work is very beautiful, but is not generally met with out of that province. The embossed Kutch gold and silver work is much sought after; it is richly decorated, and done by hand. The following is an account of the process of embossing. After the metal, which is beaten out into a sheet, has been cut into the required form, soft lac is run in as a backing, and the intended design traced by the point of an instrument on the surface of the ornament. The lines thus marked out are then forced, by blows of a hammer, below the level of the general surface; and finally, the parts standing out in relief are chased and polished. Kutch workers have established themselves in various parts of Gujerat, the reputation for silver work which Ahmedabad has for some time enjoyed, being due entirely to the presence in that city of a colony of Kutch silversmiths. Strong and massive articles of gold and silver are manufactured in Kattiawar." In the city of Bombay there are 2,875 goldsmiths, who find constant and lucrative occupation.

Precious Stones.

In 1667, the English exempted pearls, diamonds, and other precious stones from payment of import duties, and encouraged diamond merchants to settle in Bombay; and we find Mr. Warden, in 1812, lamenting that the imposition of duties on precious stones in 1810 had led to smuggling, and kept the diamond merchants from resorting to Bombay, and recommending therefore that the duties should be repealed. This course was taken, and the former liberal policy of the Company reverted to. There are now in Bombay about 3,447 jewellers and dealers in precious stones. Diamonds are very plentiful here, and some of them remarkably fine. They are mostly imported from other parts of India, but many brilliants are now exported from England. The wealthy natives expend large sums in the purchase of pearls, diamonds, and emeralds, and are very good judges of the value of precious stones. "Cornelians, agates, &c., are worked in Cambay, and are brought from Ratanpoor, near Broach, and other places. In Bombay a brisk trade is carried on in these stones with the European community; they are seldom used by the natives except for the decoration of children."

Furniture and Lacquered Ware.

Bombay is celebrated for the manufacture of carved blackwood furniture. Screens, tea-poys, writing desks, and flower-stands of this kind of work are generally very elegant in appearance, and often of exquisite design; but the ordinary couches, chairs, and large tables of carved blackwood are heavy and clumsy, and the use of them has been given up in Bombay in favour of the polished blackwood furniture made by the East India Art Manufactory, Messrs. John Roberts and Co., and Mr. Jamsetjee Nowrojee. The East India Art Manufactory at Gowallia Tank supply rich furniture of purely oriental design. "In Sind, furniture suited to native wants is made, as well as toys, ornamented beautifully with lac. In Ahmedabad, Baroda, and Surat, lacquered furniture is manufactured. The first and last of these places are also famous for their blackwood carved furniture and other woodwork. Most of the houses in Ahmedabad are covered with elaborate wood-carving, and this is the case, but to a lesser degree, in Broach, Baroda, and Surat. Photographs of many of these carvings have been taken for the South Kensington International Exhibition of 1874."

Cocoanut Fibre Matting.

Very good cocoanut fibre matting is made at the House of Correction, and is useful for covering the floors of verandas, billiard-rooms, &c. China matting was till of late years almost invariably used for dining, drawing, and bed-rooms, but is now being discarded in favour of the more attractive reed matting of Madras, which is manufactured for the cabinet-makers by Madras workmen in Bombay.

Copper Pots.

The most active industry in Bombay is the manufacture of the copper cooking pots and other utensils of universal use among the natives of India. The Copper Bazaar, opposite the Mombadevy Tank, is the busiest and noisiest street in the native town. We learn from the Census taken in 1881 that there are 1,279 coppersmiths and 1,849 blacksmiths in Bombay.

Carriages.

The coach-builders of Bombay now turn out "country-built" carriages, inferior in elegance indeed to the best vehicles from Long Acre, but of substantial and good workmanship. The Railway Companies have extensive workshops of their own at Parel, where they manufacture all kinds of rolling-stock, except engines, and the quality is as good as could be desired.

Iron and Brass Work.

"Iron work, besides cutlery, is still hammered with great skill in Ahmedabad, where formerly there were some very fine workers in metal. The beautiful gates of the tomb of Shah Alam are examples of perforated brass work." Though Bombay has to import all her iron as well as her copper from England, great progress has been made in the iron industry here, and now, with the important exception of machinery, there is hardly any description of iron work which cannot be manufactured in Bombay.

Iron and Engineering Works.

To those interested in the development of the manufacturing industries of this country, the rapid strides which of late years have marked the progress of the iron and engineering trades of Bombay, cannot fail to afford encouragement and satisfaction. There are now several European firms devoted to this branch of business, and machinery and structural iron work, which a few years since could only be obtained by importation, are manufactured locally at prices which successfully compete with those of English makers. The most extensive works on the island are those of Messrs. Richardson and Cruddas, a firm well known

throughout India, and whose two establishments—the Byculla Iron Works and Nesbit Road Branch Works—will well repay a visit from those desirous of witnessing what can be done in this country with skilled native labour. The total area covered by the works and stores of this old established engineering firm is over 46,000 square yards, or nearly 10 acres, and the whole of this area is laid throughout with tramways, weigh-bridges, cranes, and the latest appliances for economising labour. About 1,300 workmen are employed, superintended by a large European staff. The works have been very largely extended and improved during late years in all departments, and will now bear favourable comparison with those of leading firms in the same line of business in the mother-country. The foundries together measure 465 feet long by an average width of 70 feet, and there are 5 cupolas capable of a combined out-turn of 150 tons per day or single castings up to 30 tons weight. The smiths' shops, measuring 380 feet long by 80 feet wide, with 130 forges, 6 steam hammers, steam planishers and swagers, and bolt and rivet making machines, are certainly the largest and most complete in Asia, and with the rows of blazing fires and crowd of native workmen present a striking scene of bustling activity, illustrating as it does, the growth of Western forms of labour in Eastern fields. The new bridge erecting shop is 120 feet long by 60 feet clear width affording ample space for the manufacture of bridges of large span which are here put together and tested previous to being taken to pieces and despatched to the site of erection. For this branch of their business the firm has laid down extensive plant of the most modern class including plate edge planing machines, which simultaneously plane the sides and ends of the largest plates rolled, as also steam and hydraulic riveting machinery. The latter is of Tweddell's portable type, mounted on travelling carriers which run through the length of the shop, and noiselessly, with a single powerful squeeze, closes up rivets on work in position ; a great improvement on the old system of riveting by hand hammers with its attendant noise and, too often, defective workmanship. It is with this plant that Messrs. Richardson and Cruddas have turned out the heaviest bridge-work ever made in this country, notably the Bhuki Bridge (Surat) of 3 spans of 90 feet Warren girders—the Letwaydet and Cherogya Bridges (Burmah) of 1 and 3 spans respectively 107 feet long. Also parallel lattice bridges of spans varying between 80 and 120 feet for Nagpur, Trevandrum, Tharrawaddy, Mandi, Nallas, Baroda, &c., besides numerous smaller road bridges which are in use in all parts of the country. Many of these were designed by the firm to suit peculiar situations and circumstances, and supplied with cast-iron cylinder piers and wrought-

iron flooring complete. The firm has also lately extended their operations to the manufacture of steam boilers of large size, and for this class of work has introduced mechanical appliances embodying the most recent improvements, including multiple drilling flue flarizing and welding machines.

The principal demand in the line is from the local cotton mills, the standard type being steel Lancashire boilers thirty feet long by seven feet diameter for working pressures of 100 to 110 pounds per square inch.

These and smaller boilers of various classes are to be seem in course of construction, all rivet holes being drilled in position and the riveting done by specially designed hydraulic riveters of great power. All work in progress is open to periodical inspection by the Government Boiler Inspector, who in consequence is empowered under the Boiler Act to grant special certificates. The combined fitting shops measure 375 feet long by 56 feet wide, and are replete with the latest and most approved machinery for finishing all classes of ironwork. The work in progress in the different departments will be found to include girders, roofing, mortar mills, road rollers, forgings of all classes, &c., &c. Much of this work is for up-country, and as examples of its class, mention may be made of the structural ironwork of the new Secretariat and Army Head Quarters buildings at Simla (built entirely of iron and concrete), and at the same place the new Viceregal Palace and Town Hall, also the Rawalpindee Market, Quetta Barrack ironwork, ornamental castings of pillars, railings, gates, &c., as used in the reconstruction of Messrs. Treacher & Co.'s Fort buildings, the new Elphinstone College in the Fort, &c., and quantities of plain columns, beams, &c., used in the majority of the Mills in Bombay. In addition to their manufacturing business, Messrs. Richardson and Cruddas are large importers of iron, machinery, &c., and at their metal mart on the Parel Road have always on hand a large stock of engines, pumps, machine tools, iron of sizes, cast and wrought iron piping, Doulton's stoneware pipes, smithy and steamcoal, foundry coke, &c., &c. With this branch of their business is connected the contracting for the supply of material for new water-supply projects, of which they have already successfully carried out the Jubbulpore, Burhanpur, Sholapur, Tanna, Roha, Rajanpore, Rutnagherry, Ootacamond, Guntakul, Mhow, Peshawur, Abbotabad, Burhampur and Nagpore schemes. The members of the firm speak highly of their native artisans, many of whom have been trained in the works, and the particulars given serve to prove that under satisfactory management and with proper appliances, they can turn out work quite equal to the best in England.

As another instance of the development of the iron industry of the Presidency, we might mention the recent addition to the list of Engineers and Iron Founders of the firm of Messrs. Rustomjee, Eduljee, and Cursetjee, of the Ripon Iron Works. This firm was originally called, "The Industrial Foundry and Ironworks," and carried on an extensive business at Sewree. They are situated in a very commanding and central position on the Frere Road, opposite the Victoria Docks. These works have been most carefully laid on so as to meet the growing requirements of the iron industry of India. All the machine tools are of the most modern design and capable of turning out work of the heaviest class. In the Foundry, castings of all descriptions are turned out, up to 20 tons weight, and their ornamental castings are very clean and clearly cut. Their smithy and boiler shop have very fine tools, such as steam hammers, steam punching and shearing machine, rolls, &c., &c., such as enables the firm to undertake forgings, boiler, bridge and girder work of any size; and they are capable of erecting bridges for road and railway traffic. Their predecessors, Messrs. Donald and Co., have manufactured several important bridges not only for road but also railway traffic, among which may be mentioned some 60 feet span plate girder bridges for the Southern Mahratta Railway Company. These, we believe, to be the heaviest plate girder railway bridges yet made in this country. Besides bridges, many important roofs for railway goods and engine sheds were constructed by them; press houses for the mofussil made entirely of iron by a judicious use of cast iron columns, rolled beams, &c., and corrugated iron sheets; and numerous other structures. Messrs. Rustomjee, Eduljee, and Cursetjee are well known for the manufacture of Mill columns, and all structural iron work. We are informed that visitors are welcome at any time to see every department of their establishment which is well worth seeing, particularly for those who take an interest in engineering. About 400 hands are employed.

Besides the above, the Carnac Iron Works, and the Mazagon Iron Works, belonging to Messrs. Alcock, Ashdown & Co., Ld., and Messrs. Sorabjee Shapurjee's Foundry carry on a large and successful

business. All these establishments are under the immediate superintendence of first-class European mechanics.

Bricks, Tiles, Building Stones.

Bricks are made in immense quantities and of fair quality at Callian and in the outlying districts beyond Bandora; tiles at Callian, Bombay, Trombay, and Panwell. The Mangalore tiles, lately introduced, and used to roof the Sailors' Home and many other buildings in Bombay are very superior to the ordinary Bombay tiles, as they last for years without requiring to be moved, while it is necessary to turn the Bombay tiles every year. There are numerous quarries of excellent building stone in Western India. The white Porebunder stone is much used in public buildings; the red stone comes from Bassein. The Bombay Brick and Tile Manufactory, situated at Sewree, supply very good tiles, and earthen blocks suitable for building purposes.

Ivory and Tortoise-shell Manufacture.

Ivory is worked throughout Gujarat and Bombay into ornaments for the women; so is tortoise-shell which is imported from Zanzibar. The poorer classes in Daman, Balsar, Surat, and throughout southern Gujarat wear the latter ornaments round their wrists; the lower ones are small, and others gradually becoming larger in size, reach half-way of the arm. The shell is worked into armlets in Bombay as well as in Gujarat.

Bombay Box Work.

The Bombay box work, which owes its origin to Shiraz in Persia, is also made in Surat. This industry gives employment to several hundred workmen. Carving in sandalwood, ebony, and blackwood is carried on at the same time, and articles decorated with various combinations of these substances are made both at Surat and Bombay. Good carving in ebony and blackwood is to be found at Ahmedabad; the best sandalwood carving comes from Coompta in Canara.

Fireworks are manufactured at most of the native states in the Western Presidency and in Bombay. Gunpowder is made at Baroda; a number of models of breach-loading guns and small arms, made in that state, were exhibited in the Bombay Exhibition.

IV.—GOVERNMENT AND REVENUE.

Imperial and Provincial Government.

BOMBAY is one of the three Presidencies—Bengal, Madras, and Bombay—into which India is still nominally divided, and one of the eight Provinces—Bengal, Madras, Bombay, the North-West Provinces (including Oude), the Punjab, the Central Provinces, British Burma and Assam—into which it is really divided.

The territory under the administration of the Government of Bombay extends from north latitude 28° 47′—the most northerly point of Scinde—to 13° 53′ in the extreme south of the Collectorate of Canara, and from east longitude 66° 40′—the most westerly point of Scinde—to 76° 30′, the eastern extremity of Khandesh.

The Presidency is bounded on the north-west, north, and north-east by Beloochistan, the Punjab, and the native states of Rajpootana; on the east and south-east by Indore, the Central Provinces, West Berar, and the Nizam's Dominions; by Madras and Mysore on the south; and on the west by the Arabian Sea.

This territory comprises including Aden a total area of 191,847 square miles, of which the Regulation Districts that immediately under the administration of the Government of Bombay contain 126,453 of which Scinde has 55,033, and 66,408 are under the rule of native chiefs. The total population is returned at 25,624,696,—the Regulation Districts contributing 14,160,208, Scinde 2,192,415, and the Native States 9,272,073.

The only foreign possessions included within the limits of the Bombay Presidency are those of the Portuguese Government—Goa, Damaun, and Diu. Of these, the principal is Goa, with a total area of 1,062 square miles, and a population of 392,234 situated on the coast in north latitude 15° 44′ and east longitude 73° 45′, between the districts of Ratnagherry and Canara. In north latitude 20° 18′ and east longitude 60° 35′ is situated the settlement of Damaun, containing an area of 82 square miles. Diu, a small island 7½ square miles in extent, lies off the southern coast of the peninsula of Kattiawar. This comprises the whole of the Portuguese territory in the Presidency and its extent is 1,096 square miles, with a population of 407,700. The Province is under a Governor-General on Rs. 18,000 a year, and constitutes, with Mozambique, Macao and Timor, one judicial district, divided into Comareas, these into Julgados, and sub-divided into Tregulsias or parishes.

The administration of the Bombay Presidency is entrusted to a Governor in Council, working in matters of imperial policy under the Viceroy and Governor General in Council, who is vested with the supreme executive authority in this country, but is in his turn controlled by the Secretary of State for India in Council at Westminster. The

Secretary of State is a member of the British Cabinet, and, as Minister for India, is responsible to Parliament for the way this country is governed. Bombay, which was the first part of India to become British, was constituted an independent Presidency in 1708; in 1773 it was made subordinate to the general government for all India which had Warren Hastings for its first chief. In 1858, on the abolition of the East India Company, all the Company's territories, including of course Bombay, were transferred to the Crown.

Lord Cross is the present Secretary of State; the Marquis of Lansdowne (appointed 1888) is Viceroy and Governor-General.

GOVERNORS-GENERAL OF INDIA.

Names.	Assumed charge of office.	Made over charge.	Remarks.
The Right Hon'ble Warren Hastings	Oct. 20 1774	Feb. 1 1785	
Sir John Macpherson, Bart.	Feb. 8 1785	Sept. 12 1786	
Earl Cornwallis, K.G. ...	Sept. 12 1786	Oct. 10 1793	
Sir John Shore, Bart. ...	Oct. 28 1793	March 12 1798	
Lieut.-General the Hon'ble Sir Alfred Clarke, K C.B....	March 17 1798	May 17 1798	Officiating.
Marquis of Wellesley ..	May 18 1798	July 30 1805	
Marquis Cornwallis, K.G. ...	July 30 1805	...	Died at Ghazipur, Oct. 5, 1805.
Sir George Barlow, Bart., K.C.B.	Oct. 10 1805	July 31 1807	Confirmed July 11, 1806.
The Earl of Minto ...	July 31 1807	Oct. 4 1813	
Marquis of Hastings, G.C.B.	Oct. 4 1813	Jany. 9 1823	
Mr. John Adam ...	Jany. 13 1823	Augt. 1 1823	Officiating.
The Earl of Amherst ..	Augt. 1 1823	March 10 1828	
Mr. Butterworth Bayley ...	March 13 1828	July 4 1828	Officiating.
Lord William Bentinck, G.C.B. ...	July 4 1828	March 20 1835	
Sir Charles Metcalfe, Bart., G.C.B.	March 20 1835	March 4 1836	Officiating.
The Earl of Auckland, G.C.B.	March 4 1836	Feb. 28 1842	
The Earl of Ellenborough...	Feb. 28 1842	July 23 1844	
Lord Hardinge, G.C.B. ...	July 23 1844	Jany. 12 1848	
Marquis of Dalhousie, K.T.	Jany. 12 1848	Feb. 29 1856	
Earl Canning ...	Feb. 29 1856	...	
Earl Canning, G.C.B., K.S.I.	Nov. 1 1858	March 12 1862	
The Earl of Elgin, K.T., G.C.B.	March 12 1862	...	Died at Dharmsala, Nov. 20, 1863.
Major-General the Hon'ble Sir Robert Napier, K.C.B.	Nov. 21 1863	Dec. 2 1863	Officiating.
Colonel Sir William Denison, K.C.B.	Dec. 2 1863	Jan. 12 1864	Officiating.
Sir John Lawrence, G.C.S.I., G.C.B.	Jany. 12 1864	Jany. 12 1869	

[1] Appointed Governor of Bengal, April 13, 1772, and first Governor-General under an Act passed in 1773 (13 Geo. III. cap. 63).

Names.	Assumed charge of office.	Made over charge.	Remarks.
The Earl of Mayo, K.P. ...	Jany. 12 1869	...	Assassinated at Port Blair, Feb. 8, 1872.
[2] The Hon'ble Mr. John Strachey	Feb. 9 1872	Feb. 23 1872	Officiating.
Lord Napier of Merchistoun, K.T.	Feb. 23 1872	May 3 1872	Officiating.
Lord Northbrook, G.C.S.I. ...	May 3 1872	April 12 1876	
Lord Lytton, G.M.S.I., G.M.I.E.	April 12 1876	June 8 1880	
The Marquis of Ripon, K.G.P.C., G.M.S.I... ..	June 8 1880	Dec. 20 1884	
The Earl of Dufferin, G.C.B., K.P., G.C.M.G.	Dec. 20 1884	Dec. 3 1888	
The Marquis of Lansdowne, G.C.M.G.	Dec. 3 1888	..	

The Government of Bombay consists of His Excellency the Right Honourable Lord Harris, Governor, appointed 1890, and Lieut.-General Sir George Richards Greaves, K.C.B., K.C.M.G., &c., Commander-in-Chief (1890), the Hon'ble Mr. H. M. Birdwood, M.A., LL.D. (Cantab.), Barrister-at-Law, and the Hon'ble Mr. A. C. Trevor, ordinary members of Council. Their salaries are :—

Lord Harris, Governor of Bombay	Rs.	10,000	0	0
Lieutenant-General Sir George Richards Greaves, K.C.B., K.C.M.G , &c , Commander-in-Chief	,,	5,833	5	4
The Hon'ble Mr. H. M. Birdwood, M.A. , LL.D. (Cantab.), Barrister-at-Law.....	,,	5,120	0	0
The Hon'ble Mr. A. C. Trevor	,,	5,120	0	0

The work of civil administration is divided amongst the members of Council, the Governor taking charge of Foreign Affairs and Public Works, the Revenue, Political and Judicial business is divided amongst the other councillors. Matters of minor importance are disposed of summarily by the Councillor in charge of the department. Important papers are referred to the Governor, and, if he differs in opinion with the Councillor, to the whole Council. The Commander-in-Chief takes ordinarily no part in civil business, but attends the meetings of Council ; and, if he votes with the Governor, the latter, having the right to give a casting vote, can always overrule the remaining members of Council.

The Council of the Government of Bombay for making laws and regulations, usually called the Legislative Council, consists of the abovementioned members of the Executive Government, and nine additional members who are nominated by the Executive Government, are selected from the European and Native non-official community. *(See also Official Directory in Part II. of the Guide, page* 1.*)*

The following is a list of Governors of Bombay since the island became a British possession :—

[2] Sir John Strachey, K.C.S.I., from 31st May 1872.

NAMES.	Assumed charge of office.	Made over charge.	REMARKS.
[1]The Hon. Sir Abraham Shipman	Appointed "General and Governor" on the 19th March 1662, was prevented from landing in Bombay by the Portugese, and died on the island of Anjedivain Oct. 1664.		
Mr. Humfrey Cooke	Secretary to Sir Abraham Shipman, succeeded him in command, came to Bombay as Governor in February 1665. He remained in power till the 5th November 1666.		
The Hon. Sir Gervase Lucas ...	Nov. 5, 1666	...	Died 21st May 1667.
Captain Henry Garey	May. 22, 1667	Sep. 23, 1668	Deputy Governor; Officiated as Governor.
Sir George Oxenden	Sept, 23, 1668	Spent all his time in Surat, where he died on 14th July 1669.	
Mr. Gerald Aungier	July 14, 1669	Spent greater part of 1673, 1674, and 1675 in Bombay. He died in Surat on 30th June 1667.	
Mr. Thomas Rolt	June 30, 1677	Oct. 27, 1681	
[2]Sir John Child, Bart... ...	Oct. 27, 1681	...	
Mr. Bartholemew Harris ...	Feb. 4, 1690	..	Died in Surat on 10th May 1694.
Mr. Daniel Annesley	May 10, 1694	May 17, 1694	Deputy Governor; Officiated as Governor.
[3]Sir John Gayer	May 17, 1694	Nov. 1704	
Sir Nicholas Waite	Nov. 1704	Sept. 1708	
Mr. William Aislabie	Sept. 1708	1715	
Mr. Stephen Strutt	1715	1716	Deputy Governor; Officiated as Governor.
Mr. Charles Boone	1716	1720	
Mr. William Phipps	1720	1728	
Mr. Robert Cowan	1728	1734	Mr. Cowan was dismissed the Service of Goverment.
Mr. John Horne	Sept. 22, 1734	April 7, 1739	
Mr. Stephen Law	April 7, 1739	Nov. 15, 1742	
Mr. John Geekie	Nov. 15, 1742	Nov. 26, 1742	Senior Member of Council; Officiated as Governor.
Mr. William Wake	Nov. 26, 1742	Nov. 17, 1750	
Mr. Richard Bourchier... ..	Nov. 17, 1750	Feb. 28, 1760	
Mr. Charles Crommelin ...	Feb, 28, 1760	Jan. 27, 1767	
Mr. Thomas Hodges	Jan. 27, 1767	...	Died 23rd February 1771.
Mr. William Hornby	Feb. 26, 1771	Jan. 1, 1784	
Mr. Rawson Hart Bodham ...	Jan. 1, 1784	Jan. 9, 1788	
Mr. Andrew Ramsay	Jan. 9, 1788	Sept. 6, 1788	Senior Member of Council; Officiated as Governor.
Major General Sir William Medows, K. B.	Sept. 6, 1788	Jan. 21, 1790	
[4]Major General Sir Robert Abercromby, K. B.	Jan. 21, 1790	..	
Mr. George Dick	Nov. 1, 1793	Sept. 3, 1795	Senior Member of Council; Officiated as Governor.
Mr. John Griffith	Sept. 3, 1795	Dec. 27, 1795	Senior Member of Council; Officiated as Governor.
Mr. Jonathan Duncan... ...	Dec. 27, 1795	...	Died in Bombay on 11th August 1811.
Mr. George Brown	Aug. 11, 1811	Aug. 12, 1812	Senior Member of Council; Officiated as Governor.
Sir Even Nepean, Bart. ...	Aug. 12, 1812	Nov. 1, 1819	
The Hon. Mountstuart Elphinstone	Nov. 1, 1819	Nov. 1, 1827	

Major General the Hon Sir Jhon Malcolm, K.C.B.	Nov. 1, 1827	Dec. 1, 1830	
Lieut.-General the Hon. Sir Thomas Sidney Beckwith, K.C.B.	Dec. 1, 1830	...	Died 15th January 1831.
Mr. John Romer	Jan. 17, 1831	March 21, 1831	Senior Member of Council ; Officiated as Governor.
The Earl of Clare	March 21, 1831	March 17, 1835	
Sir Robert Grant, G.C.H. ...	March 17, 1835	...	Died at Dapuri, near Poona, on 9th July 1838.
Mr. James Farish	July 11, 1838	May 31, 1839	Senior Member of Council ; Officiated as Governor.
Sir J. Rivett-Carnac, Bart. ..	May 31, 1839	April 27, 1841	
[5]Sir Wm. Hay Macnaghten, Bart.	...	...	
Mr. George William Anderson...	April 28, 1841	June 9, 1842	Senior Member of Council ; Officiated as Governor
Sir George Arthur, Bart., K.C.H.	June 9, 1842	Aug. 5, 1846	
The Hon. Mr. Lestock R. Reid.	Aug. 6, 1846	Jan. 23, 1847	Senior Member of Council ; Officiated as Governor.
Sir George Russell Clerk, K.C.B.	Jan. 23, 1847	May 1, 1848	
Viscount Falkland	May 1, 1848	Dec. 26, 1853	
Lord Elphinstone, G.C.H. ...	Dec. 26, 1853	May 11, 1860	
Sir George Russell Clerk K.C.B...	May 11, 1860	April 24, 1862	
Sir H.B.E. Frere, K.C.B., G C.S.I.	April 24, 1862	March 6, 1867	
Sir William Robert Seymour Vesey FitzGerald, G.C.S.I. ...	March 6, 1867	May 6, 1872	
Sir Philip Edmond Wodehouse, K.C B., G.C.S.I.	May 6, 1872	April 30, 1877	
Sir R. Temple, Bart., G.C.S.I., C.I.E.	April 30, 1877	April 28, 1880	
Sir James Fergusson, Bart., K.C., M.G., C.I.E. ...	April 28, 1880	March 27, 1885	
D. J. M. Lord Reay, LL.D., C.I.E.	March 30, 1885	April 12, 1890	
Lord Harris, G.C.I.E.	April 12, 1890		

[1] The first four Governors held Bombay for the Crown. The island was handed over to the Company on the 23rd September 1668. For next nineteen years (1668-1687), except for occasional visits, and during three years (1672-1675) of Governor Aungier's rule, the Governors of Bombay spent almost the whole of their time in Surat, of whose factory they were Presidents. During this time Bombay was administered by an officer styled Deputy Governor. The transfer, in 1687, of the head-quarters of the Company's power to Bombay to a great extent did away with the need of Deputy Governor. But, in spite of the change, the title continued for many years to be borne by the second Member of Council. It would seem to have fallen into disuse some time between 1720 and 1738.

[2] Child was Governor and General with his head-quarters in Bombay, where he moved from Surat on the 2nd May 1687, and where he died on the 4th February 1690. In the year 1683, Bombay was the scene of a revolt against the Company's Authority. The head of the rebellion was Captain Richard Keigwin, the third Member of Council. Placing the Deputy Governor under arrest, Keigwin ruled Bombay in the King's name from the 27th December 1683 to the 19th November 1684, when on promise of pardon he handed over the Island to Admiral Sir Thomas Grantham.

[3] Under Gayer, Waite and Aislabie – that is from 1694 to 1715—Bombay Governors held the title of General. During the last three years (1701-1704) of his nominal command, Gayer was in confinement in Surat.

[4] Proceeded to Madrs on duty in August 1793, and thence joined the Council of the Governor-General as Commander-in-Chief in India on the 28th October 1793.

[5] Was appointed Governor of Bombay by the Honourable the Court of Directors on the 4th August 1841, but before he could take charge of his appointment he was assassinated in Cabul on the 28th December 1841.

Under the Executive Government there are, for the Revenue, Financial, General, and Separate Departments, a Secretary, an Under-Secretary, and an Assistant Secretary; in the Political, Judicial, Educational, and Secret Departments, a Secretary, an Under-Secretary, who also officiates as Secretary to the Legislative Council, and two Assistant Secretaries; Secretary and Assistant Secretary in the Military, Marine, Ecclesiastical, and Indo-European Telegraph Departments; and in the Public Works and Railway Department, a Secretary, three Under-Secretaries, and an Assistant Secretary. *(See also Official Directory in Part II. of the Guide, page 2.)* With the exception of a few appointments in the Political department of the Administration, such as agencies at the Courts of native princes, which are held by military men, all offices of great trust and emolument in India are now held by members of the Covenated Civil Service, whose ranks are recruited every year from England with young men selected by competitive examination. The Government has recently begun the practice of admitting here and there a distinguished native to some post previously reserved for members of the Civil Service. The subordinate administrative work is done by members of the Uncovenanted Civil Service, which consists of Europeans, Eurasians, and Natives; and the Indian Governments retain the patronage of appointments in this service.

The Bombay Army.

The Bombay Army under the command of Lieutenant-General Sir George Richards Greaves, K.C.B., K.C.M.G., who assumed command on the 14th March 1890, consists of 39,842 fighting men, of whom 12,480 were Europeans and 27,362 Natives. The distribution of this force is shown in Part II. of the GUIDE. The head-quarters of the Bombay Army is Poona, where there are stationed 2,100 British Infantry. In the Bombay Presidency there were at the close of 1891 one Regiment of British Cavalry, four Companies Sappers and Miners, twenty-one batteries Artillery, and nine battalions of British Infantry; eight regiments Native Cavalry, including Aden Troops and Governor's Body Guard, two batteries Native Artillery, and twenty-six regiments of Native Infantry. The Volunteer movement has been taken up with great spirit in this Presidency, the G. I. P. Railway Company having enrolled a force 1,004 strong, under Lieutenant-Colonel S. Jackson, C.I.E., while

the Bombay Volunteer Rifle Corps, commanded by Lieutenant Colonel Hon'ble L. H. Bayley, has about 715 enrolled members. In connection with this latter a Mounted Corps, the Bombay Light Horse, consisting of fifty-seven troopers has recently been formed. The B. B. & C. I. Railway Company have also formed a corps of 1,150 under Lieutenant Colonel H. J. B. Hargrave, the strength of which, both battalions included, is about 1,150 men. The Bombay Volunteer Artillery now consists of two Companies, with a strength of nearly 200 men, under the command of Major Roughton.

The Navy.

The East India squadron of the Royal Navy has its head-quarters at Bombay; but the ships of the squadron, with the exception of the flag-ship, are usually away at distant stations. The old Indian Navy, which did such good service in peace and war, was abolished by Sir Charles Wood in 1863, but the Government of India has recently reconstituted it under the title of "The Indian Marine," with Directors at Calcutta and Bombay. The ships fitting out for this service are employed chiefly in the Persian Gulf and on the Indian coasts, as a subsidiary force to the Royal Navy Squadron.

Imperial Revenue.

The revenue of India is derived mainly from the following sources:—Land, Opium, Salt, Excise on Spirits and Drugs, and Customs Duties. A Finance Minister, appointed by the Secretary of State, is one of the members of the Viceregal Council, and has charge of all bills affecting taxation. The present Finance Minister is Mr. Barbour. Whenever taxation was not increased, the Viceroy in Council could pass the Budget for the year without bringing it before the Legislative Council, and could thus escape an annual discussion of the financial policy of his Government. But now the budget is discussed in the Council. The following figures showing the budget estimates of the revenue and expenditure of the years 1891-92 and 1892-93 :—

Revenue.	Budget Estimates, 1891-92.	Budget Estimates, 1892-93.
Principal Heads of Revenue—	Rx.	Rx.
Land Revenue	24,399,300	24,675,500
Opium	7,593,400	7,634,600
Salt	8,343,500	8,544,700
Stamps	4,148,200	4,2[illegible]9,600
Excise	4,953,700	5,1[illegible]2,400
Other Heads	9,488,100	9,681,600
Total Principal Heads ...	58,926,200	[illegible]9,868,400

Revenue.	Budget Estimates, 1891-92.	Budget Estimates, 1892-93.
	Rx.	Rx.
Brought forward...	58,926,200	59,868,400
Interest	806,400	911,000
Post Office, Telegraph and Mint	2,469,700	2,618,000
Receipts by Civil Departments	1,571,300	1,615,800
Miscellaneous	821,400	959,900
Railways	17,872,400	18,832,700
Irrigation	2,160,600	2,216,700
Buildings and Roads	597,100	606,400
Receipts by Military Department	800,200	739,000
Total Revenue ...	86,025,300	88,367,900
Debt, Deposits and Advances.		
Permanent Debt (net incurred)	1,091,400	127,700
Unfunded Debt (net incurred)	583,000	869,000
Deposits and Advances	...	..
Remittances (net)	19,500	..
Secretary of State's Bills drawn	16,000,000	17,000,000
Total Receipts	103,719,200	106,364,600
Balance on April 1st—India	16,797,121	16,750,044
England	3,532,473	3,261,050
Grand Total.. ...	124,048,794	126,375,694

Expenditure.	Budget Estimates, 1891-92.	Budget Estimates, 1892-93.
	Rx.	Rx.
Interest	3,867,200	3,977,100
Direct demands on the Revenues	10,035,400	10,286,600
Post Office, Telegraph, and Mint	2,368,100	2,547,900
Salaries and Expenses of Civil Departments ...	13,976,500	14,132,500
Miscellaneous Civil Charges	4,972,900	5,170,900
Famine Relief and Insurance	1,043,000	1,206,700
Construction of Railways charged against Revenue in addition to that under Famine Insurance ..	210,500	301,500
Railway Revenue Account	19,374,100	20,407,200
Irrigation	2,883,100	2,917,500
Buildings & Roads	6,109,100	5,920,100
Army Services	21,051,200	21,898,500
Special Defence Works	847,000	614,500
Total Expenditure Imperial and Provincial...	86,738,100	89,383,000

EXPENDITURE.	Budget Estimates, 1891-92.	Budget Estimates, 1892-93.
	Rx.	Rx.
Brought forward .	86 738,100	89,383,000
Add—Provincial Surpluses, that is, Portion of Allotments to Provincial Governments unspent by them.	.....	....
Deduct—Provincial Deficits, that is, Portion of Provincial Expenditure defrayed from Provincial balances	—828,400	—1,161,700
Total Expenditure charged against Revenue ...	85,909,700	88,221,300
EXPENDITURE NOT CHARGED TO REVENUE.		
Capital Expenditure on Railways and Irrigation Works.	3,500,000	4,035,000
Capital Charge involved in redemption of liabilities ...	....	....
DEBT, DEPOSITS AND ADVANCES.		
Deposits and Advances (net)	459,000	799,700
Loans to Municipalities and Native States, &c. (net Advances)...	1,008,300	611,500
Capital of Railway Companies (net Payments) ...	441,400	50,600
Remittances (net)	.....	16,100
Secretary of State's Bills paid	16,934,400	17,166,500
Total Disbursements	108,252,800	110,900,700
Balance on March 31st—India	13,570,321	13,298,844
England	2,225,673	2,176,150
Grand Total...	124,048,794	126,375,694
Revenue	86,025,300	88,367 900
Expenditure chargeable thereon	85,909,700	88,221 300
Surplus (+) or Deficit (—)...	+ 115,600	+146,600

Provincial Revenue and Expenditure.

Since 1871, the Government of India has allowed to provincial Governments greater financial independence by transferring to them the control of certain departments, particularly Public Works, Police, Education, Jails, and Printing, and making them a fixed allotment from imperial revenue to pay the expenses of administration. The Bombay Government has contributed out of its accumulated balances 20 lakhs of rupees during the third Provincial Contract, and 17½ lakhs during the fourth Provincial Contract to meet the exigencies of the Imperial Government after spending half a crore of rupees on Public Works in the Presidency over the assignment made by the Government of India during the third and an equal amount during the fourth Contract in addition to a provision of Rs. 11,50,000 for 1891-92 on account of the Hyderabad Umarkote Railway. A further extension of the policy was announced by Sir John Strachey, the Finance Minister, in his Budget for the year 1877-78, in which he at the

same time announced that the duty on Salt would be raised. The License Tax, which was then introduced, has now been abolished, and a tax of 5 pies per rupee on all incomes of and over Rs. 168-10-8 per mensem, and of 4 pies on incomes under that sum is levied. The following are the figures of the Bombay provincial Budget Estimates for the years 1892-93 comparing with those of 1891-92:—

Revenues and Receipts.	Budget Estimates, 1891-92.	Budget Estimates, 1892-93.
Civil Heads.	Rs.	Rs.
Land Revenue	4,41,69,000	4,41,64,000
Opium	1,75,00,000	1,75,09,000
Salt	2,10,00,000	2,28,00,000
Stamps	54,00,000	54,25,000
Excise	99,03,000	1,01,32,000
Provincial Rates	29,71,000	31,00,000
Customs	35,05,000	34,26,000
Assessed Taxes	34,84,000	35,63,000
Forest	35,00,000	35,17,000
Registration	5,07,000	5,16,000
Tributes from Native States	12,16,000	11,72,000
Post	2,000	2,000
MintOffice	17,13,000	13,53,000
Law and Justice { Courts of Law.	4,08,000	4,04,000
Law and Justice { Jails	2,15,000	2,19,000
Police	6,55,000	6,90,000
Marine	65,000	66,000
Education	5,71,000	5,73,000
Medical	1,16,000	1,12,000
Scientific and other Minor Departments	43,000	41,000
Interest	21,09,000	21,37,000
Receipts in aid of superannuation, &c., Allowances ...	4,44,000	3,93,000
Stationery and Printing	77,000	93,000
Miscellaneous	3,83,000	4,05,000
Portion of Land Revenue due to irrigation	9,89,000	9,10,000
Civil Buildings, Roads and Services	4,78,000	5,03,000
Total Civil Heads... ...	12,14,23,000	12,32,25,000
Departmental Heads.		
Telegraph	3,000	3,000
State Railways (gross earnings)	52,10,000	53,03,000
Irrigation Major Works (direct receipts)	4,96,000	4,76,000
Subsidized Railways	..	...
Irrigation, Minor Works and Navigation	2,08,000	2,04,000
Millitary Works	26,000	20,000
Civil Works Buildings, and Roads	7,69,000	7,67,000
Army { Effective	8,05,000	6,77,000
Army { Non-Effective	1,12,000	1,22,000
Total Departmental Head, Rs. ...	76,29,000	75,72,000
Total Revenue and Receipts, Rs. ...	12,90,52,000	13,07,97,000

EXPENDITURE.	Budget Estimates, 1891-92.	Budget Estimates, 1892-93.
CIVIL HEADS.	Rs.	Rs.
Refunds and Drawbacks	8,17,000	8,56,000
Assignments and Compensations..	1,01,55,000	1,00,32,000
Land Revenue	69,59,000	70,66,000
Opium	26,000	26,000
Salt	14,50,000	15,55,000
Stamps	2,18,000	2,32,000
Excise	3,63,000	3,72,000
Provincial Rates	51,000	53,000
Customs	5,29,000	5,21,000
Assessed Taxes	52,000	51,000
Forest	20,30,000	22,39,000
Registration...	2,99,000	2,74,000
Interest on Ordinary Debt	1,74,000	1,99,000
Interest on other Obligations	4,25,000	4,38,000
Post Office	1,07,000	1,07,000
Mint	5,68,000	5,01,000
General Administration	18,12,000	18,58,000
Law and Justice { Courts of Law	44,48,000	44,69,000
Law and Justice { Jails	6,78,000	6,58,000
Police	59,34,000	57,26,000
Marine	41,000	41,000
Education	33,64,000	34,36,000
Ecclesiastical..	3,45,000	3,38,000
Medical	15,64,000	16,36,000
Political	8,32,000	8,52,000
Scientific and other Minor Departments	4,42,000	3,19,000
Territorial and Political Pensions	8,63,000	8,80,000
Civil Furlough and Absentee Allowances	3,000	2,000
Superannuation Allowances and Pensions	15,81,000	16,23,000
Stationery and Printing	9,62,000	9,42,000
Miscellaneous	3,11,000	3,62,000
Famine Relief	.....	1,00,000
State Railway Interest on Debt..	5,000	.....
Civil Works	14,00,000	15,76,000
Add—Provincial and Local Surpluses	1,41,000	.....
Deduct—Provincial and Local Deficits	*18,55,000*	*19,11,000*
Total Civil Heads, Rs....	4,70,94,000	4,74,29,000
DEPARTMENTAL HEADS.		
Telegraph	4,000	4,000
Protective Works—Irrigation	2,04,000	1,24,000
Construction of Railways, &c.	11,50,000	2,30,000
Guaranteed Companies Surplus Profits	2,55,000	4,10,000
State Railways Working Expenses	38,00,000	37,27,000
Interest on Capital deposited by Companies ...	....	.....
Miscellaneous Railway Expenditure	....	5,000
Irrigation, Major Works (Working Expenses) ...	3,53,000	4,30,000
Irrigation, Minor Works and Navigation	19,87,000	20,13,000
Military Works	2,26,000	1,95,000
Civil Works	54,86,000	46,80,000
Army { Effective	2,50,19,000	2,67,87,000
Army { Non-Effective	15,79,000	16,79,000
Total Departmental Heads, Rs. ...	4,00,63,000	4,02,84,000
Total Expenditure, Rs. ..	8,71,57,000	8,77,13,000

The following is the estimated cost of collecting the undermentioned Revenues :—

Land Revenue..... .....15·796 %	Customs ..... 19·31 %	Opium .....0·109 %
Excise on Spirits & Drugs. 3·125 %	Salt ..... 8 %	Stamps..... . 4·409 %

Municipal Constitution of Bombay.

The first real experiment (for as such it has all along been regarded) in Municipal government in India was made by the Municipal Bill which passed the Legislative Council of Bombay and received the sanction of the Government of India in 1872. Before that time the Municipal administration had been conducted by a Commissioner and the Bench of Justices ; but the powers of the Commissioner were so extensive that he became practically irresponsible, and though he did excellent service to Bombay, he expended the ratepayers' money so lavishly that in 1871 something like a popular revolution was accomplished, and the Government felt itself compelled to create a new Municipality, in which the ratepayers themselves should, by their representatives, have an authoritative voice. In the month of July 1873, the first Municipal elections were held in Bombay. The Municipal Corporation of Bombay consisted of sixty-four members, but under the new Act of 1888, the number was increased to 72, who must be ratepayers resident in the city of Bombay, have attained twenty-one years of age, and who shall have been assessed to the qualifying tax for the half year from the first day of April to the 30th of September last preceding the preparation of the roll at a rate not less than thirty rupees per annum. Fellows of the Bombay University and Justices of the Peace may be elected without regard to the regulations required for other candidates. Of the seventy-two members, sixteen are nominated by Government, sixteen by the Justices of the Peace resident in the city of Bombay, two elected by fellows, two by the Chamber of Commerce, and 36 elected at ward elections, the representation principle, as will be seen, having been much more largely adopted than heretofore. The members of the Corporation are elected or nominated for a term of three years. Elections to fill casual vacancies of members elected by the ratepayers or by the Justices are fixed by the Commissioner to take place on such days as he shall think fit as soon as conveniently may be after the occurrence of the vacancies. The President of the Corporation is elected by the

members for one year, and can be re-elected. The Corporation hold monthly meetings besides special meetings and meetings of urgency. Meetings of the Corporation are open to the public, unless it be decided that any inquiry or deliberation be held in private. There is also a Standing Committee, consisting of twelve members. The Chairman is elected by the Standing Committee. Of the twelve members eight are elected by the Corporation, and four members are nominated by the Government within one week after such appointment by the Corporation. One half of the members of the Standing Committee appointed by the Corporation and one half of those appointed by Government, the selection of the said members being made by lot at such time previous to the first day of March and in such manner as the Chairman shall determine retire from office at noon on the 1st day of April next following the date of their appointment. The remaining members retire from office on noon on the 1st day of April next following the 1st day of April aforesaid. The Corporation at their ordinary meeting in March appoint fresh members of the Standing Committee to fill the offices of those previously appointed by them who retire from time to time, and after one week after any such appointment Government appoint fresh members to fill the offices of those previously appointed by them who retire as aforesaid. The duties of the Committee are, to secure the due administration of the Municipal Fund, to meet once a week at least, to appoint sub-committees for any special purpose, to sign cheques, and to pass the items of the annual budget, and generally to control the financial affairs of the Municipality, subject to the restrictions put upon their proceedings by the Municipal Act of 1888. The members are paid a fee of Rs. 30 each at every meeting, provided that no additional fee is paid when there is more than one meeting in each week. There is a Secretary to the Standing Committee at a fixed salary, who acts in the same capacity for the Corporation.

The other principal Municipal officers are the Municipal Commissioner, who is appointed by the Government of Bombay for a renewable term of three years; he can be removed by the Government for misconduct, or by the same power on the votes of not less than forty-five members of the Corporation recorded at a meeting of the Corporation. His salary is fixed at not less than Rs. 2,000, nor more than Rs. 2,500 a month, but with the approval of the Corporation, the monthly salary of a Commissioner who has held the appointment for a period of not less than three years may be raised to a sum not exceeding Rs. 3,000. The Executive Engineer is appointed by the Corporation, subject to the confirmation of Government, and he is under the immediate orders of the Municipal Commissioner.

He is elected for five years, and can be removed for misconduct or for neglect of or incapacity for the duties of the office by a vote of not less than two-thirds of the members present at a meeting of the Corporation. His salary must be not less than Rs. 1,200, nor more than Rs. 1,500 a month. The Executive Officer of Health, who must be a legally qualified medical practitioner, is similarly elected, can be removed, and receives the same salary as the Executive Engineer. All these officers can be continued in their respective offices beyond the specified periods.

The Municipal Secretary is appointed under Section 77 of the Municipal Act. He as Secretary of the Corporation, and also of the Standing Committee, performs such duties as he is directed by this Act to perform, and such other duties in and with regard to the Corporation and the Standing Committee as are required of him by those bodies respectively. He has the custody of the Seal of the Corporation and of all papers and documents connected with them, as well as of those of the Standing Committee and any sub-committee thereof. He devotes his whole time and attention to the duties of his office, and receives a monthly salary of Rs. 700 which, with the previous sanction of the Corporation, may be increased to a sum not exceeding Rs. 1,000. The present Secretary also receives a personal allowance of Rs. 200 per mensem for long and approved service. He is removable at any time from office for misconduct or for neglect of, or incapacity for, the duties of the office by the Standing Committee with the approval of the Corporation.

The Municipal Commissioner has power to appoint all the officers of the Municipality, except those above named, and except the Municipal Secretary, who is appointed by the Standing Committee, and who has custody of the common seal of the Corporation. The Secretary's staff are appointed by the Standing Committee. The Commissioner may not remove any officer whose average monthly salary exceeds Rs. 300 a month, without the sanction of the Standing Committee, and no new office can be created, the aggregate monthly salary of which exceeds Rs. 200, without the sanction of the Corporation.

Municipal Revenue and Expenditure.

On or before the 10th of November in each year the Municipal Commissioner must lay before the Standing Committee an estimate prepared by him of the proposed expenditure of the Municipality for the year commencing the 1st March then next succeeding, and the Standing Committee considers the estimates, and with the assistance of the Municipal Commissioner, a budget is prepared of Income and Expenditure which is laid by the Chairman

of the Standing Committee before a meeting of the Corporation on or before the 10th of January in each year. The Corporation can either pass the budget, refer it back to the Standing Committee for further consideration, or reject any items of which they do not approve. The following is the Budget for the years 1891-92 and 1892-93 as passed in due legal form :—

INCOME.	Budget Estimates for 1891-92.	Budget Estimates for 1892-93.
Balance at the beginning of the year	Rs. 4,30,000	Rs. 16,00,000
TAXATION PROPER.		
General Tax at 8 per cent. (including Government and Port Trust contributions) ..	15,94,000	16,99,358
Additional tax for Fire Brigade charges at ¾ per cent...	1,44,800	1,49,400
Wheel Tax and Tolls	3,09,700	3,16,312
Town Duties...	9,00,000	9,00,000
Licenses—		
(*a*) Dangerous and offensive Trades	34,600	45,000
(*b*) Streets and Buildings	2,600	2,750
(*c*) Land Conveyances, Music, &c., Licenses (issued by the Commissioner of Police)	26,550	23,000
Liquor Licenses	1,43,750	1,43,750
Tobacco Duty and Licenses	1,67,800	1,80,000
	33,23,800	34,59,570
SERVICE RENDERED.		
Halalcore Tax	5,48,000	5,53,000
Water Tax	12,20,760	12,61,300
	17,68,760	18,14,300
RETURNS FROM PROPERTY AND MISCELLANEOUS.		
Market Receipts	3,47,380	3,33,500
Public Gardens	6,000	6,290
Tramway Rent	36,200	36,200
Miscellaneous Fines	7,000	7,000
Do. Receipts...	1,01,135	1,08,357
Do. Fees	45,400	46,500
Do. Savings...	3,000	2,000
Contribution from Municipal Servants towards Pension, &c., Fund	14,000	15,000
Recoveries for work done in Municipal Workshops ..	.....	.....
	5,60,115	5,54,847
Interest on Municipal Building Fund Investments ...	.....	.....
Do. on Loan and Reserve Fund Investments ...	1,00,000	1,00,000
Do. on Sinking and Insurance Funds	17,000	21,600
	6,77,115	6,76,447
Grand Total	61,99,675	75,50,317

EXPENDITURE.	Budget Estimates for 1891-92.	Budget Estimates for 1892-93.
GENERAL SUPERINTENDENCE.	Rs.	Rs.
Standing Committee and Corporation Establishment...	51,348	55,012
Municipal Commissioner's Establishment	74,540	78,096
Chief Accountant's Department (including Audit Account and Stores Departments)	55,788	57,328
	1,81,676	1,90,436
ASSESSMENT AND COLLECTION DEPARTMENT.		
Property and Wheel Tax Establishment	1,33,864	1,42,482
Port Trust and Railway (Town Duty) Departments ...	47,200	58,300
Customs Department (Tobacco Duty)	....	.....
Tolls Collection	1,680	1,680
Licensing Establishment	26,256	27,414
Revenue and Refund Audit Office Establishment ...	21,480	24,120
	2,30,480	2,53,996
Fire Brigade	1,44,800	1,37,930
Public Gardens	80,739	82,297
PUBLIC WORKS (ENGINEER'S DEPARTMENT).		
General Supervision and Miscellaneous Duties ...	40,708	41,060
Drainage	1,83,141	1,93,429
Water Works...	2,08,642	2,97,010
Streets and Buildings	11,19,165	10,66,446
Special provision for Cleaning, Lighting and Repairing Port Trust Wharf Roads	37,642	37,642
	15,89,298	16,35,587
PUBLIC HEALTH DEPARTMENT.		
General Supervision and Conservancy	11,71,453	11,63,711
Markets and Slaughter Houses	1,37,439	1,32,945
Registration of Births and Deaths...	19,554	21,159
Cemeteries	10,108	10,255
Laboratory	600	600
Mahaluxmi Dhobie Wada	43,363	43,411
Infectious Diseases	8,200	1,21,250
Milch Cattle Stables and Rooms	12,134	13,554
Tank Conservancy	6,144	6,144
Vaccination	17,284	17,284
	14,26,279	14,21,313

EXPENDITURE.	Budget Estimates for 1891-92.	Budget Estimates for 1892-93.
	Rs.	Rs.
Municipal Debt	18,08,252	21,68,278
Pensions, Gratuities, and Compassionate Allowances...	31,500	33,000
Police Charges	2,58,289	4,00,000
*Education (including New Veterinary College, &c., Contributions)	83,680	87,720
†Hospitals, &c.	54,108	60,108
Discretional Contingencies ...	7,000	7,000
Auditors' Allowances	10,000	10,000
Rent of Municipal Office	30,000	28,545
Election Expenses	10,000	500
Municipal Buildings Fire Insurance Fund	3,000	3,000
New Works	52,270	91,668
Reserve Funds	17,000	21,600
	60,18,371	66,32,978
Balance at closing of the year	1,81,304	9,17,339
Grand Total	61,99,675	75,50,317

	Rs.
*Primary Education ...	55,220
Medical Female Scholarships ...	1,000
School for Deaf & Dumb Mutes..	1,800
Veterinary College	2,500
Victoria and Albert Museums ...	11,200
Technical Institute	10,000
Joint Schools' Committee Establishment	6,000
Total Rs....	87,720

	Rs.
† Goculdas Tejpal Hospital ...	36,000
Establishment for proposed Cholera & Small-pox Hospitals	3,108
Jaffer Sulleman Dispensary for Women and Children ...	3,000
Leper Asylum	18,000
Total Rs.	60,108

The Port Trust.

Another highly important representative body in Bombay is the Port Trust, a Board of Administration for foreshore and harbour affairs, composed of nominees of Government and members elected by the Chamber of Commerce and the public. All the foreshore properties on the harbour side of Bombay have been purchased by the State and committed to the charge of the Trust, so that the landing and shipping of all kinds of merchandize at Bombay is now a State monopoly. The revenue of this body, as shown in the Annual Report of its Administration, amounted last year to Rs. 48,10,314, which was the largest realised since the Trust was formed, and so far exceeds the estimates that after meeting an expenditure of Rs. 46,23,962, including the usual provision of one lakh for the reduction of debt, there remains an actual surplus of Rs. 1,86,352.

The following figures of the income and expenditure of the Trust for the past six years in contrast show the importance and growth of the body :—

	1886-87. Rs.	1887-88 Rs.	1888-89. Rs.	1889-90. Rs.	1890-91. Rs.	1891-92. Rs.
Income	39,69,600	40 03 102	43,07,605	41,97,746	43,00,761	48,10,314
Expenditure.	36,69,801	36,79,995	40,45,434	42,83,282	43,49,650	46,23,962
Surplus	2,99,799	3,23,107	2,62,171	...	...	1,86,352
Deficit	...	...	...	85,536	48,889	...

It must be stated that there have been vast reductions in the rates which show somewhat of a decrease in the income, especially during the official years 1886-87 and 1887-88. In the former there was a reduction of no less than 4¼ lakhs on goods and dock and port dues, and in the latter of more than Rs. 2,29,000 on goods and dock dues, besides which pilotage rates and transporting fees were reduced, in 1887-88, 17½ and 50 per cent. respectively. The following are the chief items from which revenue is derived by the Trust :—

	1890-91. Rs.	1891-92. Rs.
Wharfage Fees at Bundars	5,33,095	5,42,862
Ground Rents	6,03,805	6,57,828
Shed and Godown Rents	2,48,423	2,58 1o4
Basin Rents and Hard Fees	67,122	67.117
Railway Sidings	14,285	16,426
Toll on Troops (exclusive of special charge when troops are passed through Prince's Dock) ...	40,125	32,708
Apollo Bonded Warehouses	39,492	41,001
Dock Warehouses	2,01,191	1,97,950
Revenue from other sources collected by the Traffic Manager	49,478	74,673
Prince's and Victoria Docks (Dock Dues on goods and Wharfage Fees)	15,58,234	18,32,629
Do. (Dock Dues on vessels)... ...	64,458	69,410
Do. (Revenue from other sources) ..	3,88,383	4,41,206
Merewether Dry Dock	.....	80.154
Interest and Miscellaneous Revenue	98,026	99,991
Port Dues and other Port Department Revenue...	1.45.439	1,55,252
Pilotage	1,64,334	1,78,044
Rebate on Municipal Taxes	37,642	37,642
Unexpended Balance of Allotment in previous year for Health Officer's Salary, &c. ..	.....	.....
Depreciation Account	47,229	27,267
Grand Total...	43,00,761	48,10,314

The expenditure upon Revenue Account compares as follows with that of the previous year :—

Expenditure.	1890-91. Rs.	1891-92. Rs.
General Charges	1,62,078	1,75,629
Bunder Properties	4,16,670	4,16,470
Prince's and Victoria Docks	11,20,767	12,14,935
Mazrewether Dry Dock	2,306	50,399
Rents	1,42,014	1,42,003
Interest Account	20,45,200	21,19,990
Port Department	1,49,042	1,99,224
Pilotage Department	1,61,334	1,78,044
Fixed Annual Revenue Surplus	1,00,000	1,00,000
Depreciation Account	47,229	27,267
	Rs. 43,49,650	Rs. 46,23,962

The total number of vessels that entered the port during the last two official years, and the tonnage are as follows :—

		1890-91.		1891-92.	
		No.	Tonnage.	No.	Tonnage.
Square-rigged Vessels	Steam ..	1,202	1,685,870	1,888	1,953,948
	Sailing..	30	15,674	31	13,231
Country Craft.....		...	439,000	47,931	811,002
			2,140,544		2,778,181

In addition to this statement it is just as well to see the number of vessels that enter the Docks, and we give the following figures :—

	1890-91		1891-92.	
	No.	Tonnage.	No.	Tonnage.
Prince's Dock..... }	689	1,131,869	821	1,377,736
Victoria „ ..... }				

Last year 821 vessels entered the Docks, and 378 were accommodated alongside the Harbour walls outside the Docks, making a total of 1,200, or 62·5 per cent. of the number that entered the Harbour.

V.—DESCRIPTION OF THE CITY OF BOMBAY.

Bombay's Special Claims to attention.

Nine-tenths of the travellers coming out to India, or going home, now pass through Bombay; but few of them seem to be aware that the place has other merits than that of being the nearest seaport to England, and that it is well worth seeing for its own sake. The homeward-bound traveller breathes more freely as he sees once again European shops and houses, but he hurries on his way to where he has caught a glimpse beyond of the waves sparkling in the sunshine and the tall masts of the steamer that is to carry him to England. The outward-bound, with his head crammed full of tales about the quaint picturesqueness of Benares, the fairy-like splendour of the Taj Mahal, and the historic glories of Delhi and Lucknow, is impatient if, after landing at Bombay and "doing" the inevitable caves of Elephanta, he cannot drive at once from his hotel to the railway station without wasting so much as a passing glance on the streets and the people of Bombay. Yet the city is, in many respects, one of the most remarkable in the world. It is not only that, as a good judge of Eastern cities is wont to say, "the native town of Bombay is the finest in all India," for there is nothing, usually, very attractive in the architecture of a native bazaar; nor do we insist on the superiority of the new public buildings in Bombay to any that the English have raised elsewhere, in this country. The distinctive peculiarity of the city is, to our mind, the appearance and character of the people. Nothing strikes one more forcibly, in visiting other Indian cities, than the state of suspended animation in which the inhabitants seem to exist. With the exception of a few streets at Calcutta and the Chandny Chowk at Delhi, there is little to show that the great cities of Hindoostan are not mere cities of the dead. They tell us by their monuments what India was; but at Bombay we see what India is. Here, partly no doubt because the races of Western India were never so completely subjugated by the Mahomedans as were the enervated Hindoo population of the Ganges valley, but chiefly, we believe, because Bombay itself has grown up entirely under English rule, the stamp of a vigorous vitality is impressed upon the people, and manifests itself alike in their dress, their manners, their enterprise in trade and business, and their eagerness to take an interest in the discussion and management of public affairs. Mr. Grant Duff, who is good at historical parallels, says with much truth that Bombay is becoming to all Asia what Alexandria was during the earliest centuries of the Christian era. In those days, when the countries round the

basin of the Mediterranean had a monopoly of political power and commercial wealth, it was naturally at Alexandria, on the margin of the Eastern world, and yet within easy reach of Rome, that men of all nations sought a common home, and that the fermentation caused by the intermingling or by the conflict of two civilizations was always most active. Europe has since made a long stride in advance beyond the Mediterranean, and it is at Bombay that Western civilization is now first confronted with and seeks to engraft itself upon that of the East. We have not here, as a result, a new school of philosophy yet; but Bombay is decidedly the most Anglicised city in India, not because she has a very large European population, but because the natives generally, without abandoning their Oriental dress and manners, have been strongly influenced by English education and ways of thought. The public meeting is as familiar and useful an institution here as in England; the ambition of the natives to excel as writers and speakers of English is something amazing, and though its consequences may sometimes be ludicrous, the general result is satisfactory; whatever is published in either the English or vernacular papers is eagerly read and criticized by many thousands of natives; and thus there has been formed in Bombay what does not exist elsewhere in India, a tolerably respectable and wholesome public opinion. These signs of the working of a new spirit in India may suffice to make Bombay an interesting place to a philosopher like Mr. Grant Duff; but even less thoughtful travellers connot fail to be struck with the strange spectacle life presents in a city in which along a distance of a mile and a half of a densely crowded street —the Parel Road—one may see in quick succession several gaudily-painted red-and-green Hindoo temples, whose clanging bells summon the Deity to give ear to the prayers of the thousands of zealous worshippers who are thronging to the shrines of the hideous idols within—a Mussulman mosque, which is the favourite resort of Wahabee bigots and pilgrims to Mecca, and which with its fringe of unwashed, evil-looking Arab and African ruffians, who constantly lie about the doorsteps and outer wall and seem to do nothing but beg, drink coffee, and smoke opium, seems not to belie its reputation for being the head-quarters of Mussulman fanaticism in India—a Parsee fire-temple, much revered, but not much frequented by the disciples of Zoroaster—a hospital built at the cost of benevolent Parsees, and officered with skilled English physicians and surgeons—a Jewish synagogue—a printing press and school for Christian children, and an English church—a railway station—and a college where young men of various races receive as liberal an education as is given at any great school

in England. The resemblance to the Alexandria of old is strengthened occasionally by an outbreak of religious rancour on the part of the Mussulmans against the Parsees, the hatred which the faithful cherish against the Guebres being quite as bitter as that of the Christian zealots of Cyril's time against Jews and idolaters. Their passions, however, are easily controlled by the sober-suited Briton to whom Providence has entrusted the task of preventing the strife of jarring sects in Bombay, and the people, as a rule, live good-humouredly enough together, and mingle freely with one another in the streets, not keeping themselves strictly separated into sections inhabiting different quarters of the city. It is no uncommon sight to see, on the Esplanade, the Mussulman spreading his carpet for the sunset prayer within a few yards of a Parsee who is reciting his sacred verses in honour of the departing god of day. The whole population comes out in the evening to enjoy the cool air, and they troop down in thousands, men, women, and children, to the open space of reclaimed ground in Back Bay. The women, excepting the Mussulmanees, are allowed to go about with comparative freedom; and in their gay sarees—the fair and plump Parsee women, in particular, being distinguished by the brilliant red, orange and green tints of their satin garments—they heighten the picturesqueness of the animated scene. The men, too, with their turbans of various colours and shapes,—the round twisted Mussulman turban of green and gold, the large red or white cartwheel turban of the Maharatta, the pointed red-and-gold turban of the Banian and Marwaree, and the Parsee hat—and their flowing cotton dresses, give the interest of variety to the crowd, whose general demeanour is as different as possible from that of the apathetic Bengalees or Hindoostanees. Whether he looks at it when it is engaged in business or in pleasure, we believe the visitor will find Bombay full of life and colour; and, assuming that we have now said enough regarding the general character of the city and people, we will go on to notice in detail what things are best worth seeing here.

The approach to Bombay.

Coming across from Aden in a P. and O. steamer, the traveller may still have occasionally the opportunity of seeing, as he enters the Indian Ocean, the phenomenon of "the milk-white sea," which is recorded in the Periplus, and which is caused by the presence in the water of multitudes of animalculæ which give out at night a milky radiance. We cannot, however, promise him a view of the line of serpents which all the early voyagers speak of as a regular landmark for ships nearing Bombay. So trustworthy a traveller as Niebuhr, writing a century ago, says in the most matter-of-fact way—"In the Indian Ocean

at a certain distance from land, a great many water serpents, from 12 to 13 inches in length, are to be seen rising above the surface of the water. When these serpents are seen, they are an indication that the coast is exactly two degrees distant. We saw some of these serpents, for the first time, on the evening of the 9th of September; on the 11th we landed in the harbour of Bombay." Perhaps steamers have driven the serpents away; at all events, we seldom hear of them now.[1] The voyager, however, if it is early morning when land is sighted, will see something far prettier—a whole fleet of fishing boats with their broad lateen sails of white cotton dotting all the surface of the sea. Heber notes that the sails differ from those of the Mediterranean boats, as, instead of forming a regular right-angled triangle, they have the foremost angle cut off, so that they look more like lug sails. The boats are fast sailers, and the fishermen of the coast manage them admirably. Passing the Outer Light Ship and rounding the extremity of the S. W. Prong, which is the northern limit of the channel, the southern being marked by the Tull Reef, three miles distant, the steamer passes between the Kennery and Prongs Lighthouses.

Kennery Lighthouse.

The Kennery Lighthouse is situated on a small island, formerly held and fortified by the Mahrattas twelve miles to the southward of Bombay. To erect a lighthouse here was the suggestion of Captain Barker, of the late Indian Navy: the work was commenced on the 27th October 1866; the chief corner stone of the present building was laid by Sir Bartle Frere on the 19th January 1867, and the lantern was first lighted on the 1st June in the same year. The light, which is a first-class holophotal catadioptric light, is fixed. It is placed at an elevation of 161 feet above high-water mark in a tower 50 feet high above the level ground, and, by showing only towards the sea front the most westerly points of danger in the Bombay harbour and the coast, its powers are concentrated and increased. The total cost of construction was Rs. 1,98,841-3-9. Two long 32-pounder guns, with iron carriages, are placed on the island to warn ships when they stand in danger and a flag-staff, with a set of flags complete, is also kept on the island.

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[1] Since the first edition of this GUIDE was published, Captain Dundas, of the P. and O. Company's steamer Cathay, has informed me that the statements of old travellers regarding these serpents are quite accurate. The serpents are not seen excepting during the south-west monsoon, the season in which alone voyages used to be made to India. In Horsburgh's *Sailing Directions*, shipmasters are warned to look out for the serpents, whose presence is a sign that the ship is close to the land. Captain Dundas says the serpents are yellow or copper-coloured. The largest ones are furthest out to sea. They lie on the surface of the water, and appear too lazy even to get out of a steamer's way.

The Prongs Lighthouse.

The Prongs Lighthouse is $1\frac{1}{5}$ sea mile S. W. by S. of the Colaba Lighthouse and stands in lat. 18° 52′, 41″, N.; long. 72° 47′, 26″, E.; (in time) 4h. 51m. 10s., E. From high-water to centre of light it is 136′ 8″ and from foundation to top of ventilator 168′ 2″. It can be seen 18 sea miles by an observer, 18 feet above the water. The shaft or column, which is made of solid ashlar, stands on a concrete base. It is painted in bands of black, white, red, and white alternately, the black being at the bottom, to enable the tower to be seen more distinctly in the monsoon or early morning when there is often a heavy fog on the water. The lighthouse is intended to guard the Prongs Reef, near the extremity of which, where it dries at low water, it is built. There is foul ground all round for at least $1\frac{1}{4}$ sea mile beyond the lighthouse. There are eight rooms in the lighthouse consisting of store-rooms and living rooms. The regular staff consists of five natives and one European. The apparatus is a holophotal dioptric, first order, 10 seconds flashing white light. It is composed entirely of glass and has eight sides, the whole revolving once in 80 seconds, so as to show a bright flash every 10 seconds. The lantern is entirely composed of copper and gun-metal, and is glazed with triangular panes of plate glass. The sides of the tower are hyperbolic curves. It is one of the largest lighthouses in the world, there being 51,000 cubic feet ashlar and over 63,000 cubic feet concrete in it. The whole lighthouse is estimated to weigh 10,000 tons. It cost £60,000.

The Harbour.

The steamer is now fairly in the harbour. In front stretches northwards a spacious bay, sheltered on the right by several hilly islands and by the loftier mountains of the mainland beyond, while on the left lie Colaba and the city of Bombay.

COLABA.

Lunatic Asylum.

At the southern point of Colaba the first land seen is the site of the old English cemetery which was closed some years ago; then comes the old lighthouse, whose lamp was extinguished in 1874 on the completion of the Prongs Lighthouse. The Lunatic Asylum, a horrible place, with utterly inadequate accommodation for the unhappy patients sent there, and in proximity to the Colaba battery, which when practised shake the whole of that part of the island and frighten the inmates, is on the west side of the promontory over against the lighthouse. The need for a new asylum has been pointed out over and over again; but the Government, though it can build palaces

for its own servants, cannot afford apparently to provide a decent asylum for the insane. The Observatory comes next in order; and then the Pilot Bunder,

Pilot Bunder.

used not only by the pilot boats, but also occasionally for the landing and storing of Government coal.

European Barracks and Parade-ground.

The promontory here broadens into a wide space, which has been cleared for barracks and a parade-ground for the European troops. A European regiment of infantry and two batteries of artillery, forming the European portion of the garrison of Bombay, are always quartered here. The situation is a good and healthy one, because the troops are kept at a distance from the native bazaar, and are still ready at hand if their presence should be required in the other parts of the city. The barracks at Colaba are just now being improved, the old huts which have stood the storms of seventy or more south-west monsoons, being pulled down to make room for more substantial, more roomy, more healthy, and airier blocks. Approaching Colaba Point from the city, the eye is attracted, a little way past St. John's Church, by a large two-flatted building standing on the left side of the road. This is the commencement of the new barracks. It is an imposing structure, compared with the low-lying bungalows and thatched huts scattered about on either side. It is built of blue besant stone, which forms a happy contrast to the red Mangalore tile with which it is roofed. In the centre of the building, facing the road is the main doorway, which is approached by a short flight of stone steps. Entering the doorway, we find ourselves first in what is termed the day-room, where the men mess, or where, if they prefer it to the verandah, they can read, or enjoy a chat over their pipe or cheroot. The idea of this day-room, besides being a mess-room, is to keep the men as much as possible out of their dormitories, which, in the old infantry barracks, they are, during the day, inclined to use as recreation rooms, almost as much as the institute. On either side of this day-room, extending the whole length of the building, are the dormitories, entrance to which is gained from doors on the verandah, and light and air is gained from large windows and ventilators above. On either side of the dormitories, between the windows, stand the beds and kits of the men, all numbered to show to whom they each belong. Then, behind the day-room are two sets of rooms for sergeants, including sitting-room, large and airy bed-room with lavatory accommodation, entrance to these being gained from the verandah which runs along the back. Beside those rooms also and at either end of the building are stair-cases, which lead to the upper

floor. Here the accommodation is the same as below, including dormitories, sergeants' quarters, and day-room. Going further south, and passing the lines of old barracks, stands another building, similar in construction to the one already described. This is what is called the south flank barrack—the other being the north flank—and stands close to the Artillery Barracks. Being built from the same plans as the other, it is needless to add anything further. There are five blocks of buildings remaining yet to be erected. The plans have been ready long since; and it was expected some time ago that they should have been up ere this. But they are not. What is the cause of the delay, no one who ought to know seems inclined to say directly, but there is little reason for doubting that want of funds has something to do with it. There are at present quartered at Colaba 17 officers and 316 men of the Royal Artillery and 16 officers and 493 men of the 2nd Battalion Gloster Regiment, making in all 809 officers and men in garrison at Colaba. When the new barracks are completed, it is not intended to increase the number of troops in garrison, but they will certainly have more accommodation and be much more comfortable than they are at present.

The Connaught Club.

The Connaught Club (formerly the Soldiers' Institute), so called in memory of H. R. H. the ex-Commander-in-Chief on his departure from Bombay, is a commodious set of buildings set in a picturesque plantation of palms and shrubbery, which has been partially cleared to permit of the construction of the Institute and the roads to and from it. Here everything that could possibly be given to the soldier to make his life in India a happy one is to be found. Both home and local newspapers and magazines lie about the reading-rooms in profusion. The library is well stocked with books, by the study of which he may, if he choose, improve his education, or if he feel inclined for lighter reading, there are novels in abundance, the stock of which is always being added to, according as the funds permit. The reading-rooms are most inviting in appearance, and well and comfortably furnished. It may seem strange that there should be two instead of one reading room. But the total abstainers, it is pleasing to note, in the garrison form a large body, and object, as most teetotalers do, to sit alongside men consuming strong drink and smoking, so they have reading and refreshment rooms of their own, as large, as well-ventilated and as well furnished as those of the non-abstainer. There, too, as in a proper city restaurant, if inclined for supper of an evening, they could have whatever they wished to call for, and the bill which hangs upon the wall shows the fare not

only varied, but remarkably cheap, suiting the pockets of the soldiers, which that of any fashionable restaurant would not. In the way of exercise they have a gymnasium and skittle alley, which are well patronised. The most recent addition was a billiard table furnished out of the profits from the Institution, which shows, moderate as the charges are, how successful is the venture. The swimming bath, as may be imagined, receives its share of patronage, especially in the morning. There is a Theatre also, where, plain and devoid of decoration though it be, many as happy a night has no doubt been spent by those soldiers on colonial service, as by our aristocracy in the boxes of Drury Lane or the Lyceum. At the end of the parade-ground is St. John's Memorial Church.

St. John's Church, Colaba.

The foundation stone of this church, erected in memory of the officers and men of the British army who fell in Afghanistan, was laid by Sir George Clerk, Governor of Bombay, on the 4th of December 1847. The plan was prepared by Mr. H. Conybeare, C.E., son of a late Dean of Llandaff. While the church was in course of construction, the Rev. G. Pigott, who first suggested this memorial of the fallen brave, and his successor at Colaba, the Rev. P. Anderson, were both removed by death. Mr. Anderson lived to see the arrangements for the consecration of the building completed, when he was stricken by mortal disease. The ceremony of consecration postponed on account of his death, was performed on the 7th of January, 1858, by Bishop Harding. At this date, the spire was unbuilt; and the expense already incurred was Rs. 1,27,000, of which Government had contributed Rs. 68,644. The spire cost an additional sum of Rs. 56,500, and was completed on the 10th June 1865. The money expended on the spire was raised by private subscriptions, mainly through the instrumentality of the Rev. W. Maule. Amongst the donors was our Parsee fellow-citizen, the late Sir Cowasjee Jehangeer, who sanctioned the application to this purpose of a sum of Rs. 7,500, which he had given for an illuminated clock to be placed in the tower. The style of the Church is early English. The building consists of a nave and aisles, with a chancel 50 feet in length by 27 in width. The tower and spire are 198 feet high. The great window contains respresentations of the offering up of Isaac, the Crucifixion, and the session of our Lord in glory; on the minor compartments are depicted the principal types of the Old Testament, as also the eight writers of the New Testament. In the chancel are placed the "memorial marbles," and the following inscription just below them explains their purpose: "This Church was built in memory of the officers whose names are written above, and of the

non-commissioned officers and private soldiers, too many to be so recorded, who fell mindful of their duty, by sickness or by the sword, in the campaigns of Scinde and Afganistan, A.D. 1838—43." A memorial brass, set in the chancel pavement immediately before the altar, commemorates the founder of the church, the Rev. G. Pigott. A handsome window in the Baptistery testifies to the attachment of the congregation to the good pastor who succeeded Mr. Pigott, the Rev. Philip Anderson, the author of *The English in Western India*. The prayer-desk, the pulpit, the lectern, the litany-stool and the font are all gifts to the church, of which a recent delineator of its beauties, with pardonable enthusiasm, writes :—" The church is not only architecturally the best of our churches, but, we may safely say, absolutely the best in India !"

Abreast of the church is Oyster Rock, on which a good deal of money has been spent to convert it into a fort for the d fence of the harbour. The Harbour Defences of Bombay, as they were originally designed some eight years ago, consist of six distinct works. The most costly and important is the fort on the Middle Ground Shoal, in the midst of the anchorage, and 1,800 yards from the shore. There are two 12-ton R. M. L. guns on it, in iron-fronted casements, and another 12-ton R. M. L. in a turret. The foundations of this work have been completed to a height of a few feet above high water. Another fort has been built on the Oyster Rock, a patch dry at high water near the south end of the anchorage, 1,000 yards from the shore, and 3,000 south-west of the Middle Ground. The foundations of this work have been completed and it is armed with a battery of three nine inch and two 38-ton guns. Another battery, consisting of two 18-ton and two seven-inch guns, is in the course of the year, to be placed on them. The third work is a battery on Cross Island, towards the north end of the anchorage, 1,000 yards from the shore, and 4,000 from the Middle Ground, to be armed with five guns. One will be a 38-ton gun, and the four others will be two nine-inch guns and two 40-pounders. A tower on a shoal, called the "twelve-foot patch," 4,000 yards north-east of the Middle Ground, has two 40-pounders, on the foundation of this work which has been completed. There is an earthen battery, with three nine-inch guns "en barbette" at Malabar Point, on the other side of Bombay Island, for the defence of Back Bay ; this battery is to be supplemented with one 38-ton gun, two ten-inch and two seven-inch R. M. L. guns. At Colaba Point there is a battery, armed with one 38-ton gun and three nine-inch guns. The proposed addition, in the course of construction and mounting, to this battery, consists of

Oyster Rock. The Harbour Defences of Bombay.

two more 38-ton and two ten-inch, or 18-ton, guns. There is another battery at Breach Candy, known as the Mahaluxmee battery, which is armed with two 38-ton, three 18 and one 12-ton gun. Two iron-clad monitors, the "Abyssinia" and the "Magdala," specially designed to aid in the defence of Bombay harbour, arrived there early in 1872; their armaments consist of four ten-inch guns in two turrets, and two 7-pounders each. Colonel Jervois reported upon this scheme for the defence of Bombay harbour in April 1872. He pointed out that the numerous duties imposed upon a sea-going fleet render a dependence upon it for the defence of harbours unreliable; and that ports and coaling stations must, therefore, be rendered secure, independently of the action of a fleet. Monitors or floating batteries, although they are most valuable auxiliaries in conjunction with fixed defences, must not be exclusively relied upon. They afford an unsteady gun carriage, are liable to be penetrated by the guns of the present day and may be ordered away from a particular post for general service. One important function of floating batteries would be to guard torpedoes at night, and prevent an enemy's boats from tampering with the mines, but this service would be as well performed by gunboats; and 18 suitable gunboats could be provided for the same cost as one monitor. With regard to the scheme for the land defences of Bombay, Colonel Jervois pointed out that an enemy might enter the harbour, passing 6,000 yards from the Oyster Rock, and take up a position 4,000 yards from the Middle Ground, and 5,200 from the Oyster Rock and the "twelve-foot patch," and thence shell the town or exact a few millions. An enemy should be prevented from entering the harbour at all. With this object Colonel Jervois recommends that forts should be built at the entrance of the harbour, similar to those at Spithead or Plymouth Sound, the depth being less than that on the side of the Plymouth Sound Fort with a rocky bottom. He would build two such forts, circular, and each with eighteen 25-ton guns; one in 33 feet of water, 3,900 yards from Colaba Point, and the other on what is called the "10-foot patch," 4,000 yards west of Carinja. They will be 5,400 yards from each other, and a fort on Colaba Point completes the line of defences. An enemy would be detained under their guns by electric torpedoes placed in the channel, and exploded by observation from the forts; while the two monitors and the three gunboats of the "Blazer" class, carrying 25-ton guns, would complete the scheme. The cost of such a system of defences, including the gunboats, is estimated at 932,000*l*. We are unable to say if the present system of arranging the defences of

Bombay is the outcome of the report of Colonel Jervois, but think that the present mode of defending Bombay had been determined on by a Committee which had been appointed to enquire into the subject, after the defenceless state of this city had been brought before the notice of the Government of India, through pressure of the representations of the local Chamber of Commerce to the Government of Bombay. We have altogether distributed among the various batteries no less than ten thirty-eight-ton, nine ten-ton, fifteen nine-inch, or twelve-ton, four seven-inch and two forty-pounder guns, with an addition of a siege-train of sixty-four and forty-pounder guns, which is kept for immediate use at any of the batteries.

Sassoon's Dock.

Approaching Middle Colaba, we come upon the earliest signs of the commercial enterprise of Bombay. The foreshore here is very rocky and difficult of approach, but Messrs. D. Sassoon and Co. have constructed a dock and bunder (wharf) on a piece of land purchased at a very high price from the late Back Bay Company. The property was at a later period purchased by Government on behalf of the Port Trust. The bunder is composed of land reclaimed from the sea; and the dock has been excavated from the solid rock, and has now an average depth of eighteen feet of water on the sill. It is the first wet dock that was built in Bombay to enable large ships to discharge and load alongside a wharf. On the reclaimed land spacious warehouses for storing goods have been built for Messrs. Graham and Co., and a Cotton Press Company is also established here. Next in succession comes the Victoria Bunder and Basin, the approach to which in the S. W. monsoon is not very good, though when once inside the basin the boats are in still water. This bunder is not used very much as a landing-place, but a good deal of cotton is shipped here.

Victoria Bunder and Basin.

Gun Carriage Bunder.

The Gun Carriage Basin has been given up to the B. B. and C. I. Railway Company, who have built the terminus of their line at this part of Colaba.

We now pass the property of the Colaba Land Company, which is covered with warehouses and presses, and has a bunder running out as a pier into the harbour. Arthur Bunder was, a short time ago, used generally for landing cargoes from the vessels in harbour; but raw cotton only is now occasionally landed, and full-pressed bales shipped from there.

The Arthur Bunder.

Government Coal Depot.

The Government Coal Depot is simply used for landing Government coal, and stowing it. Both the approach and the basin itself are very rocky.

Apollo Reclamation.

The Apollo Reclamation, which stretches from the depot to the Apollo Bunder, is used for landing raw and shipping full-pressed cotton.

The Cotton Green.

We have now reached the scene of the principal business of this port. As Bombay is, next to New Orleans, the largest cotton port in the world, the Cotton Green or market in Colaba, about a quarter of a mile from the Fort, is quite worthy of a visit from any one interested either in the trade or in the peculiar business customs of India. The "Green" occupies an extent of ground, on either side of Colaba Causeway, of perhaps a mile and a half square in all, each native dealer or agent renting a plot proportioned to the extent of his business, which is termed his "*Jatha*." But the gateway at the entrance to Grant Buildings and nearly opposite to the Colaba terminus of the "tramway" is the general meeting place between buyers and sellers, and where business begins soon after 12 noon. There the European merchant through his *dulall* or broker arranges the price and terms of purchase—a matter which, owing to the native love of bargaining, is a much more lengthy proceeding than it would be in England—after which he proceeds to the *jatha*, where the bulk of the cotton lies in the packages as received from up-country, and selects it bale by bale, stamping with a private mark whatever comes up to the standard bought, and rejecting anything inferior. The cotton is then weighed and sent to the press house where the loose country packages are opened out and the contents packed by extremely powerful pressure into bales of about 10 cubic feet containing $3\frac{1}{2}$ cwt. net of cotton. The same quantity of cotton, spread out loose, would occupy a space of 150 cubic feet when stamped by men into docras (country packages), a space of 83 cubic feet; and, when "half" pressed, a space of about 50 cubic feet. Upwards of a million and a quarter of fully pressed bales are exported annually, and formerly the entire quantity came originally to Bombay in an unpressed state. Of late years, however, a large proportion of the crop has been bought and pressed ready for shipment by European agency up-country without the intervention of the native dealer, so that for about two-thirds of the entire export Bombay has now become only a shipping port. The cotton season opens with the beginning of the native business year at the Dewallee, in the month of November, when the dealers bring out to their *jathas* the

remainder of the previous crop which has been kept in store over the rains; and from that time until the monsoon again breaks, about the beginning of June, the place forms a striking picture of active busy life, rendered peculiarly bright and attractive by the singular and varied costumes of the people. Dresses of every colour and make are represented, from the plain "solah topee" and white drill suit of the European merchant to the gold-embroidered shawl of the up-country shroff or native banker. The busiest time of the year is in the months of March, April, and May, and that is of course the best time to see the Green, but it will well repay a visit during market hours at any time during the open season. Until within the past few years, the general hours of attendance were from half-past six to nine in the morning; but since the opening of direct telegraphic communication with England the hours have been made later to allow of the receipt of the previous evening's Liverpool and New York telegrams; and between twelve noon and five in the afternoon are now the working hours.

The Tramway Stables.

Adjoining the Cotton Green are the Tramway Company's Stables, which are built on a new plan and are well worth a visit. They have been built with every possible regard for the health and comfort of the 652 horses accommodated in them. They stand almost due east and west, and are so ventilated as to allow of the sea-breeze passing freely from end to end. Under the floor is a complete system of drains which are flushed twice daily from cisterns specially constructed for the purpose. A part of the stables is reserved as a hospital, where sick or injured horses receive the best care and treatment that veterinary skill can provide. Attached to the stables are the work-shops, fitted with the most modern machinery and appliances, and where every process in the manufacture of car may be seen in full operation from the cutting up of the teak into logs to the painting, varnishing, and French-polishing of the finished cars. The Tramway is worked very successfully in Bombay, having lines through every part of the city, and is a great convenience. At present there are 13½ miles of tramway open in this city, the number of persons carried last year being 13,139,000.

Apollo Bunder.

We have now brought the visitor to Bombay as far up the harbour as the Apollo Bunder, having for convenience's sake described the places, of interest on the way, which he may visit at his leisure when

he comes ashore. Apollo Bunder—Wellington Pier was the official designation, but it was never used in common parlance, and the Port Trustees have determined to discard it—is the chief landing place for passengers, and the mail steamer stops off here to land the mails and allow such passengers as have made arrangements about their luggage *(for Customs Regulations, see Part II.)* to go ashore. This bunder is of comparatively recent date. Its name "Apollo" is an English corruption of the native word *Pallow* (fish),[1] and it was probably not extended and brought into use for passenger traffic till about the year 1819, as we find it spoken of in that year as the new bunder run out from the Esplanade. It has of late years had considerable additions made to it in both length and breadth, at a total cost of £45,000; and the broad pier head is now the favourite place of resort for Bombay society in the evening when there is no band playing at the Bandstand, the bands of the Marine Battalion, the Bombay Volunteer Rifles and the other bands of Native and European Regiments forming the garrison usually playing here twice a week. There is ample standing room here for several score of carriages, and there are refreshment rooms, a custom-house and a police chowkey (station-house), which have been considerately built on the bunder for the accommodation of passengers. The benefit of the structure erected at the head of the Apollo Bunder can be well appreciated by those who have had to remain standing while waiting for boat or gharry in the sun. The building is 100 feet in length, and is supported by twenty-four columns. The pavilion has been constructed after the Burmese style of architecture and is open on all sides. The centre roof is pagoda-shaped and rises to a height of 34 feet, while the roof of the wings is 15 feet from the ground. The pavilion is so constructed that it can be extended or removed, if necessary, in 24 hours. The pillars are profusely decorated with carvings, and the monogram of the Port Trust occupies a conspicuous position. Mr George Ormiston is the architect, and the work was carried out under the direction of Mr. W. Squire, M.I.C.E. Supposing our traveller to land here, and to have a carriage engaged—if he has none, he can hire a victoria or jump into the tram-car at the top of the pier—we

[1] Sir M. Westropp gives a different derivation of the word: "Polo, a corruption of Pálwa, derived from Pál, which, *inter alia*, means a fighting vessel, by which kind of craft the locality was probably frequented. From Pálwa or Pálwar, the bunder now called Apollo is supposed to take its name. In the memorial of a grant of land, dated 5th December 1743, by Government to Essa Motra, in exchange for land taken from him as site for part of the fort walls, the pákhadé in question is called *Pallo*." (*Naorojee Beramji* v. *Rogers*, High Court Reports, Vol. IV., Part I.)

will take him round and give him a glance at the

RECENT IMPROVEMENTS IN BOMBAY.

In foregoing chapters, an attempt has been made to describe the gradual growth of Bombay from the first occupation by the British; when, at high tide, it was a collection of islets, and at low-tide a pestilential swamp studded with eminences; those to the north and west covered with jungle and uninhabited; those to the east, as Mazagon and Dongree (Nowrojee Hill) densely inhabited by the poorer classes, and separated from the Fort (wherein lived all Europeans and wealthy natives) by the length of the Esplanade, to traverse which, except in broad daylight, was to run the risk of robbery and maltreatment by hordes of ruffians who infested the skirts of the native town, and especially lay in wait in a deep hollow or ravine at the site of the present "Arthur Crawford" Markets. This state of affairs continued up to the end of the last century, by which time the beneficial effect of the Hornby Vellard (*see page* 11) began to be perceived, in the drying up of the swamps. The town gradually crept over the reclaimed higher grounds, westward along Back Bay, and northward towards Byculla. The advance must have been very slow, for it was not until Sir Robert Grant's term of office as Governor in 1835, that the necessity for communication between Chowpatty (Girgaum) and Byculla led to the construction of the great main road named after that Governor. Later on another main thoroughfare to the north of, and parallel to, Grant Road was constructed by General Bellasis—the work-people employed on it being fugitives from Surat during a season of famine—and named after him. Malabar Hill, Breach Candy, and Mahaluxmee being thus opened up on the west, the European and wealthy native population began to migrate to those neighbourhoods. For many years, however, after the completion of the Bellasis embanked road, with its two gaping black ditches on either side, now there no longer, no public work of any magnitude was attempted in Bombay; and it was not until after the Mutiny, and towards the end of Lord Elphinstone's tenure of office, that the City threw off its apathy, and bestirred itself in the matter of public improvements.

A great impetus to the movement was undoubtedly given by Lord Elphinstone himself, to whose determination and liberality the City owes the Vehar Water Works opened in 1861; which, for the first time, gave the town plenty of good water. The population, no longer annually liable to decimation by a water famine, increased rapidly; trade increased with it, and demanded more foreshore space. This led to the birth of the Elphinstone Reclamation scheme, first of all fostered by his lordship; who about the

same time, with characteristic sagacity, saw the advantage to be gained by clearing away the Fort ramparts and filling in the Fort ditch.

Sir Bartle Frere's designs for creating a New Bombay.

Sir George Clerk, who succeeded Sir George Arthur in 1847, did not stay long enough in his second term of office, in 1860, to leave his mark; but he was succeeded by Sir Bartle Frere in 1862, who, promptly picking up the reins where they had been left by Lord Elphinstone, urged on the chariot of improvement at head-long speed through the cotton mania, to the terror and indignation of the Government of India, who, however, thanks to the broad basis on which all schemes for public improvement were then framed, were forced reluctantly to sanction them, until the very appearance of the city has been changed and but few public buildings remain to be erected.

It may thus be said that the greatest change has been effected in Bombay within the last 25 years.

The principal improvements have been—

1st. The reclamations.
2nd. The communications.
3rd. The public buildings.

The Reclamations.

A traveller landing at Apollo Bunder thirty years ago would (with the single exception of a few thousand feet frontage at the Dockyard, Custom House, and Castle) have found a foul and hideous foreshore from the Fort to Sewree on the east; from Apollo Bunder round Colaba and Back Bay to the west. All round the Island of Bombay was one foul cesspool, sewers discharging on the sands, rocks only used for the purposes of nature. To ride home to Malabar Hill along the sands of Back Bay was to encounter sights and odours too horrible to describe—to leap four several sewers, whose gaping mouths discharged deep black streams across your path—to be impeded as you neared Chowpatty by boats and nets and stacks of firewood, and to be choked by the fumes from the open burning Ghaut and many an "ancient and fish-like smell." To travel by rail from Boree Bunder to Byculla, or to go into Mody Bay, was to see in the foreshore the latrine of the whole population of the native town.

The same traveller will now find handsome reclamations effected on either side of him at Apollo Bunder, extending south-westward, with quays and piers (and even a dock) almost to Colaba church, and stretching from the Custom House to Sewree

along the Mody Bay, Elphinstone, Mazagon, Tank Bunder and Frere Reclamations, a distance of at least five miles. He is able to ride or drive along a splendid bridle path or road on the Back Bay Reclamation from Colaba to the foot of Malabar Hill, and—barring the Sonapore drain, which asserts itself unpleasantly now and then—will meet nothing more offensive than a native ayah or the smoke of a passing engine. In short it may almost be said that the whole foreshore of Bombay has been regulated and advanced into the sea below low-water mark. Huge as the cost has been (not less than five millions of pounds sterling), the vast improvement that has resulted in the sanitary condition of the City, the great convenience and additional comfort to the masses, are some compensation for the money spent.

The Communications.

The following are improved old tracks which have been converted into handsome thoroughfares within comparatively few years.

1. The Colaba Causeway widened and re-built at a great cost by the last triumvirate of Municipal Commissioners.
2. The new road to Colaba by Back Bay over the Baroda Railway constructed at the cost of that company.
3. The Esplanade Main Road from the Wellington Fountain past the front of the new public buildings to the Money Schools.
4. Rampart Row (west) and Hornby Row.
5. Junctions of Apollo Bunder with Marine Street and Rampart Row.
6. Road from Church Gate Street to Esplanade Main Road by the Queen's Statue.

N.B.—These roads, 3, 4, 5, and 6, with certain cross roads, were constructed or improved by Government after the Fort walls were removed and Frere Town laid out.

7. Rampart Row East, from the Mint to Fort George Gate, constructed by Government on the site of the ramparts and part of Mody Bay Reclamation.
8. Boree Bunder Road to railway widened by the Municipality in 1865.
9. Market Road from Hornby Row to native town past the Arthur Crawford Markets.

10 and 11. Other roads round the Markets.

N.B.—Nos. 9, 10, and 11 were widened and laid out by the Esplanade Fee-fund Committee in 1866.

12. Cruickshank Road.
13. Esplanade Cross Road.

} Widened by Government in 1865 and 1866.

14. Bandstand Roads made by Esplanade Fee-fund Committee in 1866 and 1867.
15. The Queen's Road along Back Bay made by Government and the Municipality in 1870 on the occasion of the Duke of Edinburgh's visit.
16. The Frere Road from Mody Bay to Mazagon over the Reclamation, and all the Elphinstone Land roads made by that company in the past seven years.

17 The Nowrojee Hill Road from Dongree Cooly Street, parallel to the railway, to Mazagon constructed by the Municipality in 1865.

18. Carnac Overbridge.
19. Musjid Overbridge.
20. Elphinstone Overbridge

} Built in 1866-1867, at the joint expense of the Municipality and the G. I. P. Railway, Government finding the land.

21. Breach Candy, Mahaluxmi, and Tardeo roads widened and improved by the Municipality in 1866 and 1867.
22. Grant Road improved and completed by the Municipality in 1872

23. Bellasis and Clare Road.
24. Falkland Road.
25. Cammatteepoora Forest Road.

} Improved and completed by the Municipality in 1866, 1867, and 1868.

26. Arthur Road.
27. Clerk Road.
28. De Lisle Road.

} Foras Roads over the Flats commenced by Government and the Municipality in 1862 and mostly finished by the Municipality in 1867 and 1868.

29. Kennedy Sea Face is the new road on the banks of the Back Bay which was completed in 1876.
30. Gibb's Road.
31. Pedder Road.
32. Ripon Road.

Many of these handsome roads are 80 feet wide with broad footpaths bordered with trees, of which many thousands have been planted within the last fifteen years.

Besides these principal roads every opportunity has been taken since 1865 of improving all thoroughfares, widening, straightening, or cutting off corners, and some such improvement will be met with at every few hundred yards in driving through the city.

The future extension of Bombay has been reported upon at great length by a Special Committee appointed for the purpose. The report has been submitted to Government, and H. E. the Governor has promised to give the various recommendations, included therein, his most serious consideration.

Public Gardens.

Numerous gardens or planted enclosures have been laid out at suitable spots, such as the Rotten Row Ride, by the late Mr. Bellasis; the University Gardens, designed by Khan Bahadoor M. C. Marzban, F.R.I.B.A., A.M.I.C.E., Executive Engineer Presidency, and recently improved by Mr. Justice Birdwood; the Elphinstone Circle Gardens, by the Municipality (completed in thirty-one days on the occasion of the Duke of Edinburgh's visit); the Hornby Row Garden, by the Esplanade Fee-fund Committee; the garden at the Arthur Crawford Markets, by the Municipality; the Northbrook Garden, by public subscription; the Falkland Road Garden, by the Municipality.

The income proper was Rs. 53,42,169-10-9 or Rs. 4,21,969-10-9 better than the estimate, whilst with the opening balance the total sum available for expenditure was Rs. 64,68,225-13-0. The expenditure proper was Rs. 50,42,404-13-2 or Rs. 7,77,416-5-11 less than the estimate, of which last mentioned, however, nearly five lakhs

were on account of unpaid liabilities The expenditure from income proper was Rs. 1,58,853 less than in the previous year.

The following statement shows the progress of income and expenditure between the last six years 1884-90—the increase in income exceeding that of the regular expenditure :—

	Income Actuals.			*Expenditure.*		
	Rs.	a.	p.	Rs.	a.	p.
1884-85	42,13,867	13	7	38,81,020	11	3
1885-86	44,73,973	0	4	40,66,940	1	0
1886-87	49,01,814	11	10	41,76,362	0	7
1887-88	51,66,529	10	11	[1]58,12,690	4	10
1888-89	49,66,192	6	10	52,01,257	14	5
1889-90	53,42,169	10	9	50,42,404	13	2

The Public Buildings.

While, a resident in Bombay can appreciate the improvements effected at great outlay by reclamations and new roads, the traveller's eye will naturally be attracted by the numerous handsome buildings scattered about the town.

Elphinstone College.

The spacious building on the Esplanade east of the Secretariat premises, was designed and built by Muncherjee C. Murzban, C.I.E.C.E., Executive Engineer at the Presidency, for the purposes of the Government Central Press; but it was subsequently decided to utilise it for the purposes of the Elphinstone College, the former premises of which were devoted to the Victoria Technical Institute, and it was formally opened as such by H. E. Lord Reay on the 4th of February 1889. It is in the Gothic style, and forms three sides of a rectangle. The side facing the main road is 256 feet long ; and the short side, towards the south, is 177 feet long. The interior width of the building in front and rear is 44 feet, while that on the south side is about 30 feet. The building consists of a ground and first and second floors, with the exception of the end towers, and the centre which are one storey higher. The second floor, on which it was intended to place the records, and was added after the designs,

[1] Includes 7¼ lakhs on account of interest on the Tansa loan for two years, and 4½ lakhs paid towards redemption of the short term debentures of the 44 lakhs Sanitary Works loan.

is made fire-proof by constructing it of iron lattice girders placed from pilaster to pilaster with rolled iron cross girders, and concrete-finished with a layer of asphalte. In front of the east wing there is an open arcade, twelve feet wide, for the public. An open verandah, six feet wide, is provided in the inner quadrangle for access to the different parts of the building and to afford protection from sun and rain. There is a staircase in the centre of the building, and six minor ones. The building as originally designed was estimated to cost Rs. 4,18,598; but the additional storey, with fire-proof floors, cost about three lakhs more.

The Bombay Yacht Club-House.

Arrived at Apollo Bunder he will see that a new feature has been added to it, and it is certainly an ornamental one. The club-house of the Royal Bombay Yacht Club is in the Domestic Gothic style, and was designed by Mr. Adams, then acting Architectural Executive Engineer. It is a light and elegant structure of timber framing, filled in with brick-work, this being the only style admissible on a foundation of reclaimed ground. A large and handsome ball room with teak wainscotting and vaulted roof have been recently added, and various additions have been made to the buildings which are now very extensive. The whole is lighted by the incandescent electric system. On the ground-floor there is a capital billiard-room, completely fitted. There are two staircases, one for the use of members of the club and the other for servants. The dining-room is a spacious apartment, 55 feet by 30, with an open timber roof, and a dispense-room at the north of the dining-room. There is a cosy bar at one end. The verandahs are wide, and the whole building is airy. Besides the rooms mentioned, there are a cloak-room, a dressing-room, a card-room, four bath-rooms, and an ice-room on the ground-floor. The reading-room is over the large porch. The whole of the verandah is so designed, that it may be converted into a grand stand during regattas. At one end of the building is a handsome look-out tower, from which the judges view the yacht races. The chief staircase is of teak, french-polished, and is handsomely carved. The

large rooms are adorned in harmony with the general character of the building. The grounds are tastefully laid out in plots with shrubs, &c., and there is a capital promenade. From the verandah of the building one may drink in the beauty of one of the finest sea-scapes in the world,—the pale blue glittering sea, flecked with the white and brown sails of countless boats, and showing here and there the noble outlines of a giant ship ; and beyond all, the dark rocky islands, with their shapes softened by distance, and the purple mists that creep around them. Sea air and a beautiful view may both be obtained at the new club-house.

The Sailors' Home.

A short distance further on, the traveller will see a magnificent pile of buildings for the Sailors' Home. This building, designed by Mr. F. W. Stevens, is one of the most effective of Bombay's architectural efforts, and it has the advantage of occupying the finest site on the Esplanade, four of the principal roads converging at this point. It was, however, originally designed to occupy a much less important position at the bottom of Hornby Row, where the foundation-stone was originally laid by H. R. H. the Duke of Edinburgh, the stone being afterwards removed and re-laid at the Apollo Bunder. This fact may have given grounds to the agitators, who recently, in the local papers, tried to impress the authorities with the fact of the unsuitability of its present position as accommodation for seamen. Suggestions were made of removing the sailors, for whom the Home is intended, to some temporary or permanent building near the Prince's Dock. However, Government were disinclined to move in the matter, and nothing has been done. The report on the Home, which is submitted yearly, shows that the frequenters to the establishment are as large as could be desired.

The work of building the Home was commenced on the 28th February 1872, and was completed on the 29th February 1876. The work was carried out under the immediate orders of J. H. E. Hart, M.I.C.E., from February 1872 to November 1872 ; Colonel J. A, Fuller, R.E., from November 1872 to February 1876. F. W.

Stevens, Asso. Ins. C. E., Executive Engineer in charge. Sittaram Khunderao, Overseer. His Highness Khunderao Gaekwar, G.C.S.I., contributed Rs. 2,00,000 in commemoration of the visit to Bombay of H. R. H. the Duke of Edinburgh. The actual cost of the Home was Rs. 3,66,629, the balance having been contributed by Government. Lord Lytton, Viceroy of India, formally opened the Home in December 1876. The sum of Rs. 6,000, subscribed for a memorial of Captain Henry, late Superintendent P. and O. Company, has been presented to the Home as an endowment, the interest to be spent in providing books, papers, &c., for the use of the inmates.

The Young Men's Christian Association Rooms.

Opposite the Wellington Fountain, to the right-hand side of the road leading to Colaba, are the Young Men's Christian Association Rooms, which occupy a hitherto neglected but important corner near the junction of six main roads which lead to the Apollo Bunder, Colaba, the Wodehouse Overbridge, the Bandstand, the Municipal Offices, and the Indian Government Dockyard. The cite is central; and the red-tiled roof and the neat gables of the structure attract the attention of the new-comer before he has proceeded far from the landing-place. The building, which owes its existence to the zeal and energy of the late lamented Rev. Dr. Macpherson, Senior Chaplain, Church of Scotland, is intended as a general meeting place for members of the association and their friends, for religious and social gatherings, and for the encouragement of "temperance" principles by the sale of tea, coffee, and light refreshments. The building, similar in style to the Yacht Club-house, has two storeys; the ground-floor, including a coffee-room, being 44 feet by 24; a reading-room, 24 feet by 22; and a hall for services and lectures, 34 feet by 24. The last two are separated from each other by a moveable screen or curtain which admits of the two being turned on special occasions into one large apartment sufficient for the accommodation of several hundred people. The superintendent's quarters, comprising bed, dressing, and bath rooms, are placed on the upper storey. A kitchen

communicates with a bar on the ground-floor by means of a lift; and there is also a terrace which affords a good view of Colaba, the harbour, and other surrounding places. There is a broad verandah on the ground-floor extending to nearly the whole of the building. A small room, constructed at the Colaba side of the building, is intended for the use of servants. An ornamental garden has been laid out. The design of the building was made by Mr. James Morris, C.E., but certain alterations were afterwards agreed upon between him and Mr. Adams on the design being submitted to the latter as Architectural Executive Engineer to Government. The aggregate cost of the building, including furniture, &c., has been about Rs. 20,000. Government made a free gift of the site, and the funds were contributed by friends of the association.

Passing the Wellington Fountain—built by public subscription in memory of the great Duke—a somewhat sombre erection of a cast-iron design, carried out in stone by Colonel Fuller, R.E., the visitor will, if he bears to the left, see first of all the enormous structure known as the New Secretariat, designed by Colonel Wilkins, R.E., and built at a cost of £130,000. The building faces Rotten Row and Back Bay to the west, and has a frontage of 443½ feet with two wings towards the rear (east), 81 feet in length, the ends of which are in form three sides of an octagon. The following inscription on a tablet placed in the entrance hall gives a brief official history of the building :—

New Secretariat.

This building for the offices of the Government of Bombay was erected from the designs submitted on the 29th September 1865 by Colonel (then Captain) H. St. Clair Wilkins, R.E., A.D.C. to the Queen, to H. E. the Honourable Sir Bartle Frere, G.C.S.I., K.C B., Governor and President in Council, and sanctioned by the Right Honourable Sir Charles Wood, Bart., G.C.B., Her Majesty's Secretary of State in Council, on the 16th June 1866. The work was commenced on the 16th April 1867, H. E. the Right Honourable Sir William Robert Seymour Vesey FitzGerald, G.C.S.I., Governor and President in Council, and was completed on the 20th March 1874, H. E. the Honourable Sir Philip Edmond Wodehouse, K.C.B., Governor and President in Council. The work was carried out under the immediate orders of Capt. C. W. Finch, R.E., from

April 1867 to November 1867; Lieutenant-Colonel J. A. Fuller, R.E., from November 1867 to May 1871; J. H. E. Hart, M. Inst. C.E., from May 1871 to November 1872; Col. J. A. Fuller, R.E., from November 1872 to March 1874. Mr. Wasudew Bapujee Kanitkar, Assistant Engineer, being in charge.

Estimate as sanctioned, Rs. 12,80,721; actual cost, Rs. 12,60,844.

Colonel M. K. KENNEDY, R.E.,
Secretary to Government in the P. W. D.

The distribution of rooms is as follows :—

GROUND FLOOR.

No. 10, Assistant Superintendent of Stamps in charge of Stamp Office, Nos. 9, 11. 12.
No. 13, Collector of Bombay and Collector's Office.
No. 1, Assistant Accountant General in charge of Marine Accounts Department, No. 5.
Account Current Department, No. 24 (First Floor).
Pension Department, No. 21 (First Floor).
No. 1, Money Order Office.
No. 2, Assistant to Accountant General in charge of Presidency.
Audit, Pay, Leave, and Allowances Department, No. 3.
Last Pay Certificates obtained here.

FIRST FLOOR.

No. 22, Accountant General in charge of Book, Budget, Compilation, and Resource Departments, Nos. 23 and 24.
No. 20, Deputy Accountant General in charge of Treasury Account Department, Nos. 19 and 21.
Local Funds Department, No. 18.
No. 20, Provincial Services Department, No. 17.
Council Hall.
Library and Committee Rooms.

SECOND FLOOR.

No. 44, Chief Secretary to Government.
Under Secretary to Government.
Revenue, Financial, and General Departments, Nos. 40 to 43.
No. 33, Sanitary Commissioner.
No. 37, Secretary to Government, Military, Marine, and Ecclesiastical Departments, Nos. 34 to 36.
No. 46, Inspector of Steam Boilers.

THIRD FLOOR.

No. 59, Secretary to Government.
Under Secretary to Government.
Political, Judicial, and Educational Departments, Nos. 55 to 58.
No 50, Collector of Salt Revenue, Assistant Collector of Salt Revenue, and Salt Department, Nos. 49 and 51.

In the entrance hall the principal staircase communicating with each floor is lighted by shafted windows contained in a single lofty arch, reaching through the several storeys, and crowned by a large gable forming a principal feature in the west façade. The main centre of the building is provided with arcaded verandahs on the west or front; the remaining portion of the frontage up to the wings being retired and protected by sun shades, supported on brackets and corbels; on the east side closed corridors

of communication run throughout the building. The north faces of the wings are arcaded, the south corridors being enclosed. The style is Venetian-Gothic. The walls are rubble and chunam masonry, exteriorly faced with Coorla stone khandkies in courses the corridor arches on the ground floor are of alternate blue basalt and Porebunder stone; those of the first floor of alternate red basalt and Porebunder stone. The pillars are moulded Coorla cutstone; the small corridor shafts, the capitals and cornices of "Pauper" or Hemnuggur stone, a very superior silicious sandstone of a milkly white tint. The outer cornice of the second floor is of Ransome's patent stone. A few models of the carved work to the main entrance doors, designed by Mr. Molecey, were obtained from the School of Art. The Secretariat is remarkable for its portentous size and—with the exception of the Library and Council Hall on the first floor, which are spacious and handsome in appearance—the inconvenience of the number of small rooms into which it is broken up. The side views of the exterior are good, but its flat uniform front, facing Back Bay, looks as if the architect had tried to build something which should be a cross between a barrack and a workhouse.

University Senate Hall.

Next to it are two smaller buildings, both by Sir Gilbert Scott, the first the Senate or Sir Cowasjee Jehanghier Hall of the University, the second the University Library and Rajabai Clock Tower. The architecture of the Senate Hall is of an early French type of the 13th century. The hall is 104 feet in length, by 44 feet in breadth, with a height of 63 feet to the apex of the groined ceiling with a semi-circular apse of 38 feet diameter, separated from the hall by an imposing arch, occupying a space of 7 feet in the length of the building. The front corridor is 11 feet, and the side corridors 8 feet broad in the clear. There is a gallery round three sides of the hall, 8 feet in breadth, supported on ornamental iron brackets, and reached by staircases in octagonal towers at either side of the entrance porch. The facing is of Coorla hammer-dressed rubble in courses of 5 inches depth, pointed with Portland Cement. The plinth is chisel-dressed Coorla; bases, capitals, cornices, and all other dressings of Porebunder; shafts of blue basalt, except in the main entrance, where they are marble. The groining is turned in buff bricks with Porebunder stone ribs; the floors paved with Minton tiles, and roofs of Taylor's patent tiles. The Sir Cowasjee Jehanghier Hall of the University of Bombay was erected from designs by Sir Gilbert Scott, R.A., F.S.A., F.R.I.B.A., and sanctioned by the Government of Bombay on the 16th January 1869. The work was com-

menced on the 1st March 1869, H. E. the Right Honourable Sir Seymour FitzGerald, G.C.S.I., Chancellor ; the Revd. John Wilson, D.D., F.R.S., Vice-Chancellor; and was completed on the 31st December 1874. H. E. the Honourable Sir Philip Edmond Wodehouse, K. C. B., Chancellor. The Honourable James Gibbs, C. S., Vice-Chancellor. The work was carried out under the immediate orders of Lieut.-Col. J. A. Fuller, R.E., from March 1869 to May 1871 ; J. H. E. Hart, M. Inst. C. E., from May 1871 to November 1872; Col. J. A. Fuller, R.E., from November 1872 to December 1874, Rao Saheb Muckoond Ramchunder being Assistant Engineer in charge. Sir Cowasjee Jehanghier, Kt., C.S.I., contributed Rs. 100,000. Estimate as sanctioned, Rs. 4,15,804; actual cost, Rs. 3,79,389.

Among the public buildings that have been erected in Bombay, the University Hall stands pre-eminent, both as regards the purposes for which it was erected and the beauty of its architecture. The general appearance of the exterior is satisfactory and pleasing, and as might be expected from such a master of the art as Sir Geo. G. Scott, the proportions are excellent. An air of sobriety and usefulness characterises the whole design, and few will deny that it bespeaks the purpose for which it is intended. The open staircases are at least novel, if not original, in idea, but it has been found necessary to protect them during the monsoon. The interiors of these staircases are well worthy of observation, as they are masterpieces of construction, and the double columns will not fail to attract attention, as some of them are monoliths seventeen feet long. The porch is an elegant addition to the building, and being placed at the north end affords sufficient protection to the entrance doorways, though the arches are carried up to the highest point the horizontal cornice would allow. The four spirelets are not merely ornamental as might be supposed, for up to a very short distance of the termination of the square they contain the stone staircases that lead to the roof gutters, and the additional weight obtained in the case of the two southern ones must act as a counterpoise to the thrust of the large interior arch. The finials that terminate them at the apex, being seen against the sky, are conspicuous features and are well proportioned. There is a want of exactness in some of the lines of the spires which a critical observer cannot fail to notice. The modelling of the gargoyles that carry the water from the gutters shows a want of the knowledge of anatomy, and the finials over the buttresses, too, are rather crude. The same remark applies generally to the carving both outside and in, with very few exceptions. The foliage to the capitals, it will be noticed, is in many instances out of date

with the building. Many bits of the carving, too, have evidently been taken from well-known sources, illustrated by hard liny German prints, and are unmeaning in form and character. It is to be regretted that Colonel Fuller did not obtain the best possible assistance that was to be had in Bombay for this portion of the work. It seems to us that for a building of such importance it would have been advisable either to have obtained plaster models from England for all the carved work, or to have engaged the services of a competent modeller from England.

The interior of the building, arched over by massive ribs of stone and presenting one unbroken line of roofing from end to end intersected only from the apse by the large arch, conveys to the mind but one idea, that of grandeur. From all points, the view is equally satisfactory. The brackets that support the gallery and the railing are indeed beautiful pieces of ironwork. The designs were furnished by Mr. Molecey, who has been the architect entrusted with the delicate task of preparing the working drawings and carrying out Sir G. Scott's design. The coloured decoration of the brackets is not quite pleasing; a warmer tone should have pervaded them, but the introduction of the gilding has been judicious and appropriate. The iron railing with its one tint of rust colour, picked out in gold, is light and elegant in design, and the gilt line in the wood fasecia serves to connect the brackets and railings. The glass is, as regards the side windows and the circular window at the end, among the very best we have seen; but we may here remark that the proper time for seeing it is before noon, for owing to the verandahs being continuously arched from end to end, a great deal of light is excluded from the upper parts of the side windows, and in the evening, owing to this circumstance, the brilliancy of the glass on the east side is completely obscured. The introduction of the coats of arms of the past chancellors was a happy idea of Mr. Molecey's, as by their means the date of the incorporation of the University and the building of the hall is indicated. The arms of the benefactor, Sir Cowasjee Jehanghier Readymoney, have also been appropriately introduced, but there is one missing that might have found a place amongst the others, and that is the arms of the architect, Sir Geo. Gilbert Scott. The interior of the hall has been greatly marred by the introduction of six "Brummagem" gas chandeliers in imitation bronze, that are suspended by iron rods from the cross arches. These chandeliers are quite out of character with the building. A statue of Sir Cowasjee Jehanghier was placed in the Hall in 1876, but it has been removed and placed on a massive base in front of the main entrance to the building.

University Library.

The University Library and Clock Tower was also designed by Mr. Gilbert Scott, and carried out in the same manner as the University Hall by detail drawings provided by Mr. Molecey, the resident architect. The ground-floor contains two side rooms, each $56\frac{1}{2}' \times 30'$, a central hall $30' \times 27\frac{1}{2}'$, and a staircase vestibule 28′ square, projecting to the rear in an octagonal form, whilst to the west front is the tower, forming a carriage porch 26′ square, inside measurement, and 36 feet outside, so that the walls are each 5 feet thick. The total length of the building is 152 feet. Along the west front is an open arcade 14 feet wide with round open staircases at either end, leading to the floor above. The arcade is groined in quadrapartite vaulting in Porebunder stone. The upper floor, which is devoted to the Library and Reading Room, consists of one room extending the whole length of the building, its measurement being 146′ × 30′ and 32′ to the apex of the arched teak-panelled roof that covers it. Over the carriage porch there is the tower which forms such a conspicuous feature in the panorama of Bombay, and which is 280′ high from the ground to the top of the metal finial. The height of the first stage, where the square form is changed is 68′; the second stage to the top of the tower 118′, and the third stage to the top of the finial 94′—total 280.′ The height to the centre of the clock face, which is 12′ 6″ internal and 16′ 6″ external diameter, is 167.″ The clock face is illuminated by electric light at night-time, a jet of the light being always kept burning, so that by a mechanical arrangement it can be turned in at a certain hour by the machinery itself. The staircase octagonal vestibule is groined in Porebunder stone, the ribs springing from corbelled dwarf columns. The landing to the staircase, which is 9′ wide, is also groined underneath, the two cross arches springing from the carved corbelled heads of Homer and Shakespeare that are ingeniously carved out of the capitals of the two large columns supporting the wall above. The large windows that light the staircase, as well as the windows of the library, are all glazed with stained glass obtained from the studio of Messrs. Heaton Butler and Bayne of London. Amongst the items especially worthy

of notice is "the peal of joy bells" contained in the open pirelet of the tower, which, together with the clock, has cost about Rs. 30,000. The bells are struck by machinery. The height of the Tower is sufficient to make the largest and tallest buildings around look very pigmy structures, and a magnificent view is gained, not only of the town and harbour, but also of the country on one side and the sea on the other for many miles. Fifteen feet above the gallery, in niches cut in the pillars which form the corners of the octagon, are large figures, each 8 ft. high, representing the different races and costumes of Western India, and higher still, some thirty odd feet above the gallery, where the octagon ceases and the cupola commences, are another series of figures of the same description, standing out boldly at the top of the pillars supporting the angle ribs of the cupola. These figures, which have been modelled by Rao Bahadur Muckoond Ramchunder, the Assistant Engineer in charge of the work, and carved on the spot out of Porebunder stone, are very accurate representations of the peculiar types of face and dress which are noticeable amongst many of the numerous castes included in the native communities of the Bombay Presidency. There are the mild Hindu; the shrewd Kutchi; the traditionally fierce Rajput, with his hand on the hilt of a huge *tulwar*; a praying Parsee, appropriately facing towards Back Bay, in which position so many Parsees are seen every day at their devotions; a sleek high caste Brahman; a Memon; a Gujarati Bunnia; a Ghogari Bunnia; a Maratha; and a Kathiawari. From the top of the octagon the cupola gracefully rises about 52 feet to a point, on which is fixed a large round ball. The original plan contemplated a crowning feature of ornamental iron work, but this has been dispensed with. The only metal work about the cupola is the lightning conductor, a copper tube, $2\frac{1}{2}$ inches diameter, which runs down to the ground, and is then carried sixty feet away and imbedded twelve feet below the surface, at a point where water was found. A noticeable feature in the work, and one which speaks volumes for the way in which it has been managed is that during the whole time of the

construction not a single accident has occurred. There are, unfortunately, very few such large works carried out without some loss of life. The library was estimated at Rs. 2,80,748; the tower at Rs. 2,17,345; and the total cost of the building, Rs. 5,47,703, has been more than covered by Mr. Premchund Roychund's gift, in 1864-65, of four lakhs, and the interest thereon.

The complete inscription on the tablet in the University Library, relating to the construction of the tower, is as follows :—

" THE UNIVERSITY LIBRARY AND RAJABAE CLOCK TOWER
WAS ERECTED FROM DESIGN BY
SIR GILBERT SCOTT, R. A., F. S. A., F. R. I. A., AND SANCTIONED BY THE GOVERNMENT
OF BOMBAY ON THE 16TH JANUARY 1869.
THE WORK WAS COMMENCED ON THE 1ST MARCH 1869.
HIS EXCELLENCY THE RIGHT HONORABLE SIR SEYMOUR VESEY FITZGERALD, G. C. S. I.,
CHANCELLOR;
REV. JOHN WILSON, F. R. S., VICE-CHANCELLOR.
THE WORK WAS COMPLETED IN NOVEMBER 1878,
HIS EXCELLENCY THE HONORABLE SIR RICHARD TEMPLE, BART., G. C. S. I.,
CHANCELLOR;
THE HONORABLE JAMES GIBBS, C. S., F. R. G. S., VICE-CHANCELLOR.
THE WORK WAS CARRIED OUT UNDER THE IMMEDIATE ORDERS OF
LIEUT-COL. J. A. FULLER, R. E., FROM MARCH '69 TO MAY '71;
J. H. E. HART, M. INST. C. R., FROM MAY '71 TO NOV. '72;
LIEUT. COL. J. A. FULLER, R. E., FROM DEC. '72 TO NOV. '78
RAO BAHADUR MUCKOOND RAMCHUNDER BEING ASSISTANT ENGINEER IN CHARGE.
THE ENTIRE COST OF THE BUILDING, TOGETHER WITH THE CLOCK AND CHIMES, WAS
CONTRIBUTED BY PREMCHUND ROYCHUND, ESQUIRE J. P.
LIEUT-GENERAL SIR MICHAEL KENNEDY, K.C.S.I., R.E., SECRETARY TO GOVERNMENT,
PUBLIC WORKS DEPARTMENT."

The High Court.

Next comes the High Court, designed by Colonel Fuller, R.E., completed at a cost of £1,64,000. This is next to the Grand Terminus Buildings of the G. I. P. Railway, the largest building in Bombay, and the architect has been very successful with the exterior of the Court. The central pavilion, in particular, has a grand and dignified appearance, which makes it worthy of the building; and Colonel Fuller seems to have treated this difficult part of his work more happily than any of his rivals. Judging from the arrangement of the plan, however, the same mistakes appear to be committed in this building as in the Secretariat.

A grave defect, and one that can never fail to make it a matter of regret that the design of the building was not entrusted to a professional architect, is in the arrangement of the entrance and approach to the principal staircase, which can only be reached by a passageway 10 feet wide, leading from the carriage porch to the back of the building. The principal entrance doorway, and many of the details, such as windows that light the principal staircase, &c., are simply copies of examples given in Brandon's *Analysis of Gothic Architecture.* The judges and barristers complain very bitterly of the very defective arrangements of the principal rooms in the Court. The whole of the interior fittings have been carried out from the drawings and designs prepared by Mr. John Adams, architect. The design of the building is in the early English Gothic style. It is 562 feet in length, and 187 feet in breadth ; the general height to eaves is 90 feet, and the central feature is 178 feet high. The judges have two private staircases in the octagon towers on either side of the porch. Flanking the corridor on the ground-floor which leads to the main staircase, there are two rooms 49 by 22 feet, one to accommodate prisoners required to attend court and the other for the court's printing presses. Two elliptical staircases at the extreme ends of the building on the east side give access to the courts. The ground-floor, which was originally intended for the use of the Small Causes Courts, is now occupied by the offices of the Sheriff, the Clerk of the Insolvent Debtors' Court, the Official Assignee, the Clerk of the Crown, the printing establishment of the Court, and the offices of the Registrar General, the Registrar of Joint Stock Companies, and the Sub-registrar of the Fort division, while several rooms are let to barristers. The offices of the High Court occupy the first and third floors ; on the second floor are the courts, three on the Original Side and three on the Appellate Side, which are thus advantageously situated in regard to their offices above and below. For facility of communication there are nine stone staircases from the ground-floor and thirteen from the first floor, varying from 3 feet 6 inches to 9 feet in breadth. On the fourth floor, over the Criminal Court, is a record

room for valuable documents, 50 feet by 60 feet. The floors in courts and corridors are paved with minton-tiles, and in other rooms consist of Italian mosaic. The complete inscription on the tablet is as follows :—

"The Law Courts were erected from designs by Lieut.-Colonel J. A. Fuller, R.E., and sanctioned by the Government of Bombay. The work was commenced on the 1st April 1871, His Excellency the Right Hon'ble Sir Seymour Vesey Fitzgerald, G.C.S.I., Governor and President in Council; and the building was completed in November 1878. His Excellency the Hon'ble Sir Richard Temple, Bart., G.C.S.I., Governor and President in Council. The Hon'ble Sir Michael Roberts Westropp, B.A., Knight, Chief Justice of H. M.'s High Court of Judicature. The work was carried out under the immediate orders of Lieut -Colonel J. A. Fuller, R E., from April 1871 to May 1871; J. H. E. Hart, M. Inst. C.E., from May 1871 to November 1872; Colonel J. A. Fuller, R E., from November 1872 t Nov mber 1878. Rao Bahadur Muckoond Ramchundra being assistant engineer in charge. Estimate as sanctioned Rs. 16,01,321. Actual cost Rs. 16,14,528. Lieut. General Sir Michael Kennedy, K.C.S.I., R.E., Secretary to Government, Public Works Department."

Public Works Offices.

Adjoining is the Public Works Secretariat, a tasteful Venetian Gothic building. This building for the offices of the Public Works Department was erected from designs by Colonel (then Captain) H. St. Clair Wilkins, R.E., A.D.C. to the Queen, and sanctioned by the Government of India, on the 4th May 1869. The work was commenced on the 21st May, 1869, when His Excellency the Right Honourable Sir Seymour Vesey Fitzgerald, G.C.S I., was Governor and President in Council, and was completed on the 1st April, 1872, when His Excellency the Honourable Sir Philip Edmond Wodehouse, K.C.B., was Governor and President in Council. The work was carried out under the immediate orders of Lieutenant-Colonel J. A. Fuller, R.E., from May 1869 to May 1871; J. H. E. Hart, M. Institute C.E., from May 1871 to April 1872; Wasudew Bapuji Kanitkar being Assistant Engineer in charge. Estimate as sanctioned Rs. 4,38,937; actual cost Rs. 4,14,484. The distribution of rooms is as follows:—

Ground Floor.	Second Floor.
No. 1, Supg. Engr. at the Presidency.	No. 1, Secretary to Government Public Works and Railway Departments.
No. 2, Architectural Executive Engineer and Surveyor.	No. 2, Consulting Engineer for Railways.
No. 3, Executive Engr. at the Prescy.	No. 3, Examiner of Railway Accounts.
First Floor.	
No. 1, Examiner of P. W. Accounts.	

The building is 288½ feet in length, 50½ feet in breadth, and consists of a basement, two stories over all, and a third storey over the centre

portion, forming a handsome and commanding architectural feature. The height to the eaves generally is 54 feet, and in the centre 82 feet, the highest point of the roof being 116 feet. The building contains 916,700 cubic feet. The building is faced with hammer-dressed coursed blue basalt rubble in courses not deeper than 5 inches, with bands in Coorla rubble ; the dressings of Porebunder stone, with red and blue basalt, alternating with Porebunder stone, in the arches.

Post Office.
Telegraph Office.

A broad road leading to the Fort, from the Church Gate Station on the B. B. & C. I. Railway, separates this building from the new Post Office. The General Post Office was erected from designs by J. Trubshawe, Architect to Government, and W. Paris, A.R.I.B.A., Architect to Government, and sanctioned by the Government of India on the 21st February 1870. The work was commenced on the 11th April 1869. H. E. the Right Honourable Sir Seymour Vesey FitzGerald, G.C.S.I., being Governor and President in Council, and was completed on the 1st December 1872, when H. E. the Honourable Sir Philip Edmond Wodehouse, K.C.B., was Governor and President in Council. The work was carried out under the immediate orders of Lieut. Col. J. A. Fuller, R.E., from April 1869 to May 1871 ; J. H. E. Hart, M. Inst. C.E., from May 1871 to November 1872 ; Col. J. A. Fuller, R E., from November 1872 to December 1872 ; Muncherjee Cowasjee Murzban, being Assistant Engineer in charge. Estimate as sanctioned Rs. 5,99,992 ; actual cost Rs. 5,94,200. Both the Post Office and the Public Works Secretariat have, unfortunately, been turned the wrong way, both looking towards Back Bay, instead of showing their full fronts towards the Fort. North of the Post Office, again, and at the junction of the main Esplanade Road, is the Telegraph Office. This building for the Bombay Division of Telegraphs and British Indian Sub-Marine Telegraph was erected from designs by W. Paris, A. R. I. B. A., Architect to Government, and sanctioned by the Government of India on the 22nd September 1871. The work was commenced on the 2nd November 1871, H. E. the Right Honourable Sir Seymour Vesey FitzGerald, G.C.S.I., Governor and

President in Council, and was completed on the 20th April 1874, H. E. the Honourable Sir Philip Edmond Wodehouse, K.C.B., then being Governor and President in Council. The work was carried out under the immediate orders of J. H. E. Hart, M. Inst. C.E., from November 1871 to November 1872; Colonel J. A. Fuller, R.E., from November 1872 to April 1874; Muncherjee Cowasjee Murzban being Assistant Engineer in charge. Estimate as sanctioned Rs. 2,45,840; actual cost Rs. 2,44,697. It has since been greatly enlarged. Both the Post Office and the Telegraph Office are justly admired for the harmony of proportion observed in their architecture, and the careful delicacy of the elaborate ornamentation on the front of the Post Office, in particular, deserves the highest praise. And last, but not least,

Queen's Statue.

at the extreme point of the junction of these main roads, is the superb white marble statue of Her Majesty, by Noble, another gift of Khanderao Gaekwar, at a cost of £18,000. This statue is the most beautiful work of the kind in the City. When Lord Northbrook arrived in Bombay in April 1872 as the new Viceroy of India in succession to the murdered Lord Mayo, one of his first public acts in India was to uncover this lovely monument. The statue was at first intended to be a companion to the Albert Statue, which now stands in the new Victoria Hall, and is, for beauty and importance, the chief ornament there; but later considerations induced the magnate of Baroda to allow it to be placed on the prominent point on the Esplanade where it now stands; and to give it an appearance befitting its more public situation, the hand-some marble canopy projecting over the regal crown which adorns the forehead of the Queen was added to the original design. So beautiful is the statue that it would seem as if a description of it could only be treated poetically; and that to descend into a close technical description would overweigh the pleasurable feelings stirred within every one who sees it. Speaking in general terms, we may endeavour to give an idea of its character. Rising out of a marble-paved octagonal platform, the material for which, laid out in tesselars, was brought from China, the monument, cut in fine Carrara marble, reaches a height of 42 feet. The base-ment, consisting of several steps, on the top of which the statue

rests, rises to a height of seven feet ten inches. The statue itself is of colossal size, and though Her Majesty is represented in a sitting posture, she measures over 8 feet high. The canopy and Gothic peak, which are above her, bring the total height to 42 feet. The whole design is in pure Gothic. To describe the ornamentation would be difficult, so varied, minute, and intricate is it. The dress of Her Majesty is, by the art of the sculptor's chisel, made to look like lace work; the state chair, which is surmounted by a crown, is made to have embossed cushions; the canopy hangs with all the grace of arras; and the florid peaks which arise above are as graceful as the delicate points which arrest the attention of visitors to the most perfect Gothic structures at home or on the Continent. In front of the pedestal the royal coat-of-arms is a prominent object; in the centre of the canopy there is the star of India; above that the rose of England mingles with the lotus of Hindostan, as emblematic of the junction of Britain and India as the statue itself, while around them curl the mottoes, "God and my right" and "Heaven's light our guide." Besides these accessories, the leaves of the oak and ivy, symbols of strength and friendship, adorn the plinth and capitals of the columns; and in the multifarious mouldings the oak and the ivy twine with the lotus in delicate chisellings. On panels surrounding the statue there are inscriptions, in four languages, each telling their tale about the late Gaekwar's statue of Her Majesty. At a cost of Rs. 7,000 the statue has been encircled by a railing which harmonises with the general design.

The whole of this superb row of public buildings, beginning and ending with a gift of the late Khanderao Gaekwar, is unrivalled in any city in Asia. But, however fine the exterior, it must, we fear, be confessed that the internal arrangements of most of the new buildings, with the exception of the Post Office and the Telegraph Office, are far from satisfactory, and that "Venetian-Gothic" has not been proved to be the best style of architecture for a tropical climate.

Should the traveller, after leaving the Wellington Fountain, bear to the right, following the line of the tramway, he will be struck by the picturesque appearance of the broken outlines of the old Fort buildings on the face of the old ramparts.

The Sassoon Mechanics' Institute.

He will first arrive, on the left, after passing the new Elphinstone College, at the David Sassoon Mechanics' Institute, a small but elegant structure, the gift partly of the late benevolent citizen, David Sassoon, and partly of his son, Sir Albert Sassoon, costing £12,770. It was designed by Messrs. Scott, McClelland and Co. The ground-floor, 64 by 30 feet, was intended for a museum, and the reading-room and library are above, reached by a stone staircase, on the half landing of which is the librarian's office. There is an arcade in front, the centre portion of which, being raised one floor higher than the rest of the building, forms a clock tower. The institute contains a good library, the subscription to which is Rs. 6 a quarter. Visitors to Bombay are allowed to make use of the Library on payment of Rs. 2 per month or 8 annas per week. In the entrance hall is a remarkable statue, somewhat idealized, of Mr. David Sassoon, by Woolner.

Equestrian Statue. The Prince of Wales.

In the centre of the wide road, midway between the Mechanics' Institute and Messrs. Thorpe & Co.'s shop at the foot of Forbes Street, is erected Mr. Boehm's fine equestrian statue of the Prince of Wales, presented to the town by Sir Albert Sassoon in commemoration of His Royal Highness's visit to India in 1875-76. The ceremony of unveiling this statue was performed by Sir Richard Temple on June 26th, 1879. The height of the statue, from foot to crown, is 12ft. 9in., and the granite base reaches to 14ft. 6in. from the ground, so that His Royal Highness occupies an appropriately elevated position. The Prince is dressed in the uniform of a Field Marshal, and wears round his neck the Order of the Bath. He carries his helmet in his right hand, and consequently there is a full view of his head and face, which bear a striking likeness to the original. At the sides of the granite base are two finely executed castings representing scenes with which most Bombay people who were here during His Royal Highness's visit will be familiar, viz.:—The Landing at the Dockyard, and the pre-

sentation of flowers to the Prince by Parsi girls at the Children's Fete on the Esplanade. The Landing at the Dock Yard is on the west side, facing the Municipal Office. The particular incident in connection with the landing represented in the plate is the introduction to His Royal Highness, by Lord Northbrook, of the Native Chiefs. The principal figures are for the most part easily recognisable, the likenesses being very good. Standing beside the Prince is Lord Northbrook, and immediately behind are Sir Philip Wodehouse and Sir Bartle Frere; while a little apart stand the Hon. Dosabhoy Framjee (then Chairman of the Corporation), Sir Munguldas Nathoobhoy, Mr. Maclean, Mr. Edward Sassoon, and Mr. Gubbay, of the firm of Messrs. David Sassoon and Co. Amongst the group of Chiefs who stand facing the Royal visitor are the young Gaekwar of Baroda, the Maharaja of Mysore, the Raja of Kholapur, the Rao of Cutch, and the famous Minister of the Nizam of Hyderabad, the late Sir Salar Jung. The Nizam himself did not come to Bombay at the time of the visit of the Prince, being unable to undertake the journey in consequence of ill-health. The other plate is on the east side of the statue, and represents a string of Parsi girls approaching the Prince with garlands of flowers in their hands. His Royal Highness himself, Lord Northbrook, and Sir Philip Wodehouse appear to be the only likenesses in this plate. There are besides numerous other figures of European, Parsi, Hindi and Mahomedan gentlemen. The ends of the base are occupied, one by a cast of the Royal Arms with the Prince of Wales's motto *Ich Dien* on a scroll underneath, and the other by a large shield bearing the following inscription :—

"ALBERT EDWARD
PRINCE OF WALES,
K. C. G., C. S. I.,
IN COMMEMORATION OF THE VISIT OF
HIS ROYAL HIGHNESS
TO INDIA IN 1875-76.
SIR ALBERT SASSOON, C. S. I., KT.,
PRESENTED THIS STATUE TO HIS FELLOW TOWNSMEN
OF THE
LOYAL CITY OF
BOMBAY."

The total cost of the statue was £12,500.

Adjoining the Mechanics' Institute is the building, leased by the Municipality from Mr. Ardasir Wadia. Then comes Esplanade Hotel, built, at an enormous cost, of iron and brick, on perhaps the best site in Bombay. It is the principal hotel in the city, containing altogether about 130 rooms. A long open garden at the rear of the University buildings follows, and then a cross road, and then the handsome edifice occupied by the National Bank. Then a long line of handsome private offices and shops, with stone arcades, one block occupied by the Bombay Club, another by the Comptoir d'Escompte de Paris, all at the back of the New High Court, and faced by the New Oriental Bank. Then come Treacher's Buildings (designed by W. Emerson), possessing great architectural merit. During the last few years the building has been greatly improved and enlarged, a fourth storey having been added by Mr. Gostling; the shop is the brightest looking and prettiest in India. It may be doubted, in fact, if there is any shop in Paris or London that can in all its surroundings altogether equal it. The building is illuminated by electric lights.

Rampart Row.

In the "Grande Place" formed at this point, is the Frere Fountain, a very beautiful work of art which forms a splendid central feature in the perspective. This fountain was intended by the Agri-horticultural Society for the centre of the Victoria Gardens, £2,700 having been subscribed for the purpose; but, after the commercial crash of 1865, it was found that the cost would be nearly £9,000;—the Agri-horticultural Society was itself insolvent, but it happily occurred to Mr. Crawford, in his double capacity as President of the Society and Member of the Esplanade Fee-fund Committee, to arrange thatthe latter body should pay the money still due and erect the fountain on its present site. Next come the Public Works Offices, the Post Offices, the Telegraph Offices, the Frere-Fletcher and other schools (see pages 215-16-24-25).

The Frere Fountain.

Straying towards the Town Hall, the traveller will pass the old Cathedral, partly renovated in 1865 to '68, but incomplete for want of funds. On his way to the Elphinstone Circle he will pass the Allbless Buildings occupied by the B. B. and C. I. Railway general offices, and next to them Sassoon's Buildings, designed by Mr. Rienzi Walton, decidedly the best specimen of street architecture in Bombay, and now occupied by the Italian Consulate and Messrs. Kemp and Co.'s chief offices. He will then face the Town Hall, flanked by the Elphinstone Circle, an imposing collection of buildings, with arcaded fronts, built at the very height of Bombay's prosperity in 1863, on sites for which the owners, chiefly English mercantile firms, paid a heavy price to the Municipality. It was Mr. Forjett who conceived the idea of converting the old Bombay Green in front of the Town Hall into a Circle. Lord Elphinstone and Sir Bartle Frere warmly supported the scheme. The Municipality of the day bought up the whole site and re-sold it at a large profit in building lots with building conditions. Those who remember what Bombay Green was, with its clouds of pigeons, the mean little pagoda and the dirty, dusty, open space around, will agree with us in thinking that there have been few such striking improvements as this in Bombay.

Sassoon's Buildings and the Elphinstone Circle.

Returning to the Frere Fountain after admiring the Circle garden, which has grown up marvellously since its creation for the Duke of Edinburgh's visit—the traveller, following Hornby Row, will observe on his left the conspicuous Cathedral High School, which has been built in the projecting angle between the Esplanade main road and Hornby Row opposite the Frere Fountain. To suit the site, the central portion of the building is designed in the form of a pentagon with two rectangular wings, facing and running parallel to the adjoining roads. This building, designed by Mr. J. Adams, is of the Modern Gothic style, with a mediæval feeling, and has been built at the expense of the trustees of the school, Government contributing a share of the cost from the

Hornby Row.

The Cathedral High School.

educational fund. The central portion consists on each floor of a pentagonal room, about 23 feet square, with an open corridor on the south, east, and west sides. The ground-floor and part of the first floor are taken up by the main staircase, the remaining portion of the first floor being intended for a lecture-room. The second floor is used for general purposes. The west wing, facing the Electric Telegraph offices, consists of three compartments, each 20 feet by 25 feet, with a corridor in front, eight and ten feet in width. The ground-floor of this wing contains a large school-room; the first floor provides the head master's quarters; and the second floor contains a boys' dormitory providing accommodation for some forty boarders. In the rear of the west wing, a bracketed out-gallery is provided on each of the upper floors; and a circular winding wooden staircase is attached to the north end of the front verandah. The east wing, recently completed, consists of two divisions, 20 by 25 feet, separated from one another by an open space equal to the centre division of the west wing, namely, 20 feet, but connected on each floor by a covered passage placed in continuation of the front corridor. A small staircase for servants is attached to the north-west, and another to the north-east angles of portions of this wing, the ground-floor of the wing containing a dining-room, a store-room, and boys' latrines; the first floor, two assistant masters' bed-rooms; and the second floor, four servants' rooms and a kitchen. The whole of the wood-work is teak. The roofs over rooms are open timber work, covered with Taylor's patent English tiles. The floors and terraced roofs are of teak covered with Porebunder stone-slabs, concrete, and asphalt. The cost of the entire building, inclusive of the east wing, is estimated at Rs. 1,98,806.

John Connon High School.

Next, and to the east of the statue of Her Majesty the Queen comes the John Connon High School, built at the joint expense of Government and the trustees of the school fund, at an estimated cost of Rs. 87,555. The building was designed by Mr. J. Adams, the style being Modern Gothic with a mediæval feeling. It consists of a boys'

school-room in two compartments on the ground-floor, 43 by 25 feet and 19 by 25 feet, separated by an open arch, with open corridors in front and rear. The north end of the rear corridor has a dining-room 22 feet square attached to it. The girls' school-room and dormitories, and the assistant mistress's rooms are on the first floor, with an open corridor in front; the rear corridor being partly open and partly closed, and divided into bath-rooms, &c. The portion of the dining-hall projecting beyond the rear verandah has a terraced roof. The boys' dormitory, superintendent's room, and nursery are on the second floor. There are three staircases in the building for boys, girls, and servants respectively, the last being in the centre of the rear corridor, and the two others at each end of the front corridor. The outhouses are placed at right angles to, and connected by a covered passage with the rear corridor of the main building. The ground-floor consists of a cook-room, a store-room, three servants' rooms, and so on, with a verandah 5 feet wide on the south and west sides. All the sanitary appliances, drainage, &c., are on approved principles. Besides this school—named after a late Senior Magistrate of Bombay—which was opened at first in the Fort in April, 1867, the Scottish Education Society has another school for Europeans and Eurasians at Byculla near the railway bridge, commenced in September, 1869. Children of both sexes, and boarders as well as day scholars, are admitted. The schools aim at imparting a training similar to that in the best parish schools in Scotland.

The Frere-Fletcher School.

Further on is the Frere-Fletcher School, formerly known as Miss Prescott's Fort Christian School. This building, like the University Hall and Library, likewise dates its origin from the share mania times. Its existence is the result of the unselfish labours of Miss Prescott, a lady who for some years devoted her life and her means to the education of a few children irrespective of caste or creed. Some friends on her behalf appealed to Sir Bartle Frere, who made a grant of the land on which the building

stands, free of cost. Mr. Premchund Roychund likewise assisted by a gift of money, but the greater part of the expense has been borne by Miss Prescott, who collected the necessary funds from friends and others interested in a good cause. The foundations were laid in 1871, but the building was not proceeded with for three years, owing to various obstacles that it is not necessary to explain here. The buildings consist of a ground-floor, first floor, and second floor. The ground-floor is devoted to the school-room, which measures 62 × 25 × 19, with a cook-room, godown, staircase, latrines, &c. The first floor is the Lady Superintendent's sitting-room and bed-room, with a bed-room 25 × 25 × 15 for boarders, containing eight beds with bath-rooms, &c., attached. Over the cook-room and godown is the hospital room, entirely shut off from the other portion. On the second floor is the matron's room with a large bed-room, 45 × 25 × 21, containing fourteen beds with washing-room, two bath-rooms, &c., attached. The total length of the west front is 66 feet, and of the north front 100 feet. The height to the ridge of the main roof is 67 feet The building was designed by Mr. George Twigge Molecey, F. R. B. A., and the style adopted is Italian Gothic. The total cost was Rs. 76,490, of which sum Government contributed Rs. 10,000.

Alexandra Native Girls' English Institution.

A few hundred yards further up to the north is the new Gothic building for the Alexandra Native Girls' English Institution, which was formerly located in a house in Hornby Row. The school owes its existence to the influence and exertions of Mr. Manockjee Cursetjee, late a judge of the Small Causes Court at Bombay. It was opened in the year 1863, and named in honour of the marriage of the Prince of Wales with the Princess Alexandra of Denmark. A notable circumstance in connection with the institution is the age up to which some of the pupils continue their studies within its walls, a few remaining even to the age of twenty-three or twenty-four years. The pupils receive an English education

and are also taught music, drawing, and needle-work. At the end of 1872, the Female Normal School at Bombay was amalgamated with the institution, and while the amalgamation lasted, Government made the latter an annual grant of Rs. 3,120. The arrangement has since terminated, and the institution is again dependent on the support of private individuals. The new building for the school on the Esplanade was designed by Khan Bahadoor M. C. Murzban, A.I.C.E., Executive Engineer, Presidency, under whose superintendence it has been constructed at the junction of two roads near the Gymkhana Pavilion. Of the estimated cost of about Rs. 57,000, one-half was contributed by Government, the other half being paid by the trustees of the institution. The foundation-stone bears the following inscription :—"The foundation-stone of the Albert Hall for the accommodation and use of the Alexandra Native Girls' English Institution was laid by His Excellency Sir Richard Temple, Bart., G.C.S.I., Governor of Bombay, on the 23rd day of April 1878 in the reign of Her Most Gracious and Imperial Majesty Victoria, Queen of Great Britain and Ireland and Empress of India, His Excellency Lord Lytton, G.C.B., G.M.S.I., being Viceroy." Owing, probably, to want of funds, the building was not taken in hand until the 1st April, 1879, but, having once been commenced, was completed in two years at an actual cost of about Rs. 1,500 under the estimate. It is an elegant and substantial structure, with a high tower and roof terraced on either side, with Gothic arches, balconies with conical stone and iron roofs adorned with floriated finials, &c. The total length is 81 feet, breadth 59 feet, and height 45 feet.

Signallers' Quarters.

Next we have a large two storeyed building known as the Signallers' Quarters. Compared with the buildings already described, it possesses no great claim to architectural excellence, although it is a useful building for the purpose for which it is intended, being in close proximity to the Government Telegraph offices, where the signallers are employed. This building, which is in modern Gothic

style, was designed by Mr. W. Paris, some time ago Architect to Government, and in plan is a simple rectangle, 148 feet long, and 52 feet wide in the rear for kitchen, water closets, and servants' quarters. It has three floors, affording accommodation for 52 inmates. On the ground-floor is a dining-hall, 50 feet by 24 feet, a library 16 feet by 24 feet, and a dormitory for eight persons. On the first and second floors are dormitories for forty-four persons, the remainder being devoted to the necessary domestic offices. The building presents a frontage to the Esplanade main road, and has the Sir Jamsetjee Jejeebhoy family house in the rear. Estimated cost Rs. 1,23,520.

The General Mews.

Then comes the building and range of stables known as the General Mews, but which is now never used for the purposes for which it was erected, but only as an accommodation for old stores. The range already constructed is 650 feet in length and 18 feet in breath, accommodating seventy-two horses and carriages. At one end of the range is a square room, which has been fitted up as a latrine on the wet-system of conservancy, and a similar room at the other end has been set apart for chowkedars. The whole range is a single-storeyed building with the exception of the central portion, which is raised a storey higher to provide quarters for a superintendent. In the middle of the upper storey is a large gateway, allowing entrance into the quadrangle; and on either side of the gate are cook-room, godown, and staircase room. In connection with the residences above, a continuous earthenware pipe drain runs along the entire length of the Mews, having an opening at each stall for the reception of waste-water, &c., which empties itself in the municipal drain in Hornby Row. Over the flat roofs at each end of the building are placed two large tanks which supply water for drinking purposes and for the flushing of drains. Estimated cost Rs. 1,74,720.

Sir Jamsetjee Jejeebhoy ParseeBenevolentInstitution.

Some way down on his right the traveller will come to a very large stone building erected for the Parsee Benevolent Institution by the family, and bearing the name of the great Sir Jamsetjee Jejeebhoy, whose statue, with those of other notable citizens, he will find in the Town Hall. This institution, located in Hornby Row, was founded by the first Sir Jamsetjee Jejeebhoy, Baronet, who, with Lady Avabaee, his wife, set apart Rs. 3,00,000 for the education of poor Parsee children, and the relief of the poor of his community. There are both a boys' and girls' department in the central institution, besides branch schools in the native town and in the Mofussil. The central school for boys was opened in 1849, and that for girls in 1850.

The Government of India are the trustees, and pay interest at the rate of 6 per cent. on the sum of three lakhs. The executive administration is conducted by a committee of twelve members. The foundation-stone of the present buildings was laid by H. E. Sir Seymour Fitzgerald on the 21st February 1871. A number of towering private houses, all arcaded, will be passed on the left, and the traveller will then come at the end of Hornby Row to the site of two theatres, in each of which English companies occasionally perform.

New Terminus and Offices of G. I. P. Railway.

Across the road has risen the new Terminus and the Executive offices of the Great Indian Peninsula Railway, a strikingly handsome structure, of which Mr. F. W. Stevens, M.Inst.C.E., is the architect and engineer. The western front presents a view which for architectural effect surpasses that of any of the fine public buildings for which Bombay is remarkable. A gigantic dome surmounted by a colossal figure of Progress, crowns the edifice, and may be seen from every quarter of the city. The grandeur of the results achieved obtains tnstant recognition from every competent critic, whilst the multitude of travellers leaving Bombay from Boree Bunder cannot fail to spread far and wide the impressions left upon them by the most cursory inspection on the eve of a hurried departure. The new G. I. P. Railway terminal and administrative offices, for so the new buildings should properly be called, are in the Italian-Gothic style, in this respect following the rule generally prevailing here since the late Sir Bartle Frere presided over the Western Presidency. In the present instance the result leaves no room for impugning the wisdom of the selection of this style by Mr. Stevens. It proves admirably adapted to the important scheme, at this moment being brought under his direction to a termination perfectly satisfactory to all concerned. The best point of view from which to gain an idea of the great work is from the junction of the Cruickshank and Market roads. Standing where the tramway lines diverge, the eye takes in at first with mingled amazement and admiration the lofty and gigantic pile of solid masonry, then ranging from one extremity to the other along the ornate outlines directly before it, resting upon the gabled ends, with their tall cutstone spires, the graceful domes above the rounded angles of the quadrangle, distinguishing the rich ornament dimly perceivable all over the exterior from porch to summit, one's vision is finally carried far upwards of quarter of a mile along the elegant façade which screens the iron structure of the adjoining station in the direction of the Crawford Markets. Instinctively the contemplation of this superb picture causes the mind to marvel at the huge labour involved in an undertaking of such immensity and the infinite

patience of the engineer and his assistants under whose supervision a work so intricate and extensive has been accomplished. An inspection of the interior arrangements intensified this feeling tenfold. Everywhere within the building is to be perceived a corresponding lavishness of labour expended upon the greatest minuteness of detail, all sections of the work being instinct with artistic taste and yielding effects full of beauty. This is especially the case in that portion of the offices with which the public will be most concerned. Their waiting-hall and the chief refreshment-room are full of surprises in decorative art, and with the grand central staircase, at once takes rank among the "lions" of the city. The principal or west front forms three sides of a square, *i.e.*, a centre and two wings with a court-yard (180 ft. by 104 ft.) between them. The approach to the north wing is by a large carriage porch for the use of the first and second-class passengers, which gives access to the grand corridor or principal entrance to the first and second-class waiting-hall. Here at the outset are to be found indications of that beautiful minutiæ in design and conscientious in workmanship which are to be noticed in their full perfections further on. This corridor is divided into four compartments beautifully groined in coloured stones, the main ribs and arches of each being supported by massive groups of coloured Italian marble columns, and local stones, capped with richly carved foliated caps. In the vaults overhead geometrical designs are worked in red and white stone courses. The openings are most spacious, and the general effect strikingly dignified. As the handsome entrance doors fall back an interior of unique beauty is revealed. This fine lofty hall (80 ft. by 72 ft. by 40 ft.) contains the booking offices. A colonnade of coloured marble columns, arranged in elegant but massive groups, longitudinally divides the central area, their capitals—worked in boldly-designed foilage and animal grotesques—carrying the main arches which support the main walls of the building and the large wooden ribs of the groining. Similar half groups of columns with foliated capitals run parallel to and on either side of the central colonnade and in their turn support the galleries around the hall and the walls above, the wooden groining, simple as it is in decoration, being very pleasingly managed. The main ribs of the groining are emphasised by straight lines in red, buff, blue, and gold, while the groundwork of the ceiling is azure blue with gold stars. The carved pendants, forming the key are most appropriately decorated in colours and gold, and the whole surface of the ceiling is brought into perfect harmony with the other coloured materials of this grand apartment. Around the walls runs a dado (4 ft. 6 in. in height) of artistic design, composed of Maw's glazed tiles, and the floor is paved with unglazed tiles arranged in large panel patterns with foliated borders, some-

what subdued in colour, but very effective. The counters, which are provided with brass railing, and the massive doors, are in strict keeping with the remainder of the work, and in the former the coloured woods – ebony and teak and sewan—are cleverly blended. Fronting the galleries of the hall is a highly ornamental wrought-iron railing with a polished teakwood handrail, the railing—one of many pieces of work eminently creditable to the Bombay School of Art—being decorated with a chocolate ground picked out with bright red gold. A large clock is placed in the centre of the arch of the south side of the hall embedded in a stand of Seoni stone.

The remainder of the north wing is occupied by the first and second-class ladies' waiting-rooms (each 35 ft. by 22 ft. 6 in.), with dressing-room and lavatories attached; the station master's (35 ft. by 23 ft.) and the ticket-collectors' offices (23 ft. by 11 ft.) which have been decorated and fitted up simply and appropriately. To the rear of the waiting-hall and facing the garden on the west side are situated the two refreshment-rooms, one of which is set apart for first-class passengers (52 ft. 6 in. by 47 ft.) the other for second-class passengers (47 ft. by 54 ft. 6 in.). The arches of these rooms carrying the superstructure are supported by huge polished Aberdeen granite columns, green and red alternating, with strong enclosing capitals of artistic and bold design beautifully wrought. In the first-class waiting-room is a richly panelled ceiling, decorated in two shades of cream colour, with the carving picked out in gold, the walls are painted in two shades of delicate green, a hue perceptibly cooling in its influence, a handsome dado runs round the room to the height of 4 feet 6 inches, and the floors are covered with ornamental enclosed tiles in panels with rich foliated borders similarly to the flooring of the grand hall. Here, again, is a set of handsome counters designed by Messrs. Wimbridge and Co., with white marble tops. In the second-class room the decorations are less ambitious in character. Both rooms are well set back from the main road, from which they are divided by the full depth of the quadrangle. When this is converted into an ornamental garden as projected, the rooms, whilst overlooking a very pleasant prospect, will at the same time be open to the inestimable blessing of the western breeze. The apartments are furnished with fitting regard to the surroundings and render this the most cheerful, handsomest, and coolest restaurant in India. Throughout the building the sanitary arrangements have received the utmost attention. The gentlemen's lavatories, &c., for first and second-class passengers are placed at the back of the north wing, and the separate structure is devided from the main block by a wide open space with overhead covering securing through ventilation sufficient to dissipate any exhalations of a noisome character. Dados (4 ft. 6 in. high) run round the

walls, which are of white glazed tiles with sage green spots, a provision that ensures absolute cleanliness and gives coolness into the bargain. The whole series of lavatories are fitted with the most perfect appliances that sanitary science has devised.

In the arrangement of the general offices, every convenience for the comfort and convenience of both officers and clerks has been most carefully studied. The ranges of rooms are as spacious, light and airy as any to be found. The principal entrance to the offices is through the large and massive carriage entrance in the centre of the building. From this porch the hall is entered, and thence one proceeds to the grand staircase. This ascent is another of the marvels of the interior, and is well worthy of the fine central dome towards which the huge masses of masonry composing the steps uplift themselves. The staircase is composed of enormous overhanging slabs of blue stone, giving a clear width of 8 ft. 6 in., and has on the one side a handsome wrought-iron railing and on the other a rich sienna marble dado with a dark red marble skirting and top. Each of the principle gables is surmounted by groups of sculpture, each different in subject and severally representative of "Engineering," "Commerce," and "Agriculture," whilst in front of the central façade is a life-size statue of the Queen-Empress. A large clock with two illuminated dials, 10 ft. 6 in. in diameter, is placed in the south gables of the station roof, one dial in each gable, so that the time may be seen from any point in the approaches to the station, the clock being illuminated at night time ; and in the central gable of the building another clock, with a dial 8 ft. 6 in. in diameter, will be fixed to face the road. The ornamental flat roofing and the large shed has been decorated consistently with the rest of the building, and arrangements are in progress to light them with gas. The garden in the quadrangle, which it is intended shall form one of the prettiest features of the building, is enclosed from the main road by a handsome wrought-iron railing 10 feet in height. The piers and gates are in the centre, and the former support a lion and tiger, colossal figures representing Great Britain and India.

Such is the building to which the Railway Company have devoted a total expenditure of no less than twenty-seven lakhs. The greater portion of the ground floor of the buildings was built partly by different petty contractors, and partly departmentally ; but from the first floor and upwards by Messrs. Burjorji Rustomji Mestri and Co., of Bombay. The models of all the enrichments were carried out by Mr. Gomez and students of the Bombay School of Art, under the supervision and direction of Mr. J. Griffiths, the Superintendent, and wrought by native carvers. The painted decorations of the waiting-hall and refreshment-room were the work of Signor Gibello, and Messrs. Muraglia, of the Apollo Bunder, supplied the magnificent marble work. Mr. Stevens

was assisted in undertaking by Mr. Khanderao, assistant engineer, and Mr. M. Janardhan, supervisor. The sanitary arrangements were carried out by Mr. M. Smith, the Company's plumber, and native assistants.

The New Municipal Buildings.

The city of Bombay possesses many beautiful buildings, the grandest of which is undoubtedly the Victoria Terminus of the G. I. P. Railway. Yet more imposing, though not perhaps so profusely decorated with the carvers' art, are the new Municipal Buildings (completed last year), whose dome tops by thirty feet the colossal statue of the Terminus. Dignified and monumental in appearance, the style of architecture adopted by Mr. F. W. Stevens, C.I.E., F.R.I., B.A., who prepared the plans is what may be termed a free treatment of early Gothic with an Oriental feeling, which was considered best adapted for the site the buildings were to occupy. Not only that, but Mr. Stevens was careful so to design the building that it would be in keeping with the Terminus and the Esplanade Police Courts close by. It is a building of which the Corporation, and Bombay, may well feel proud, and is worthy of the city which claims to be *Urbs prima in Indis*.

Looking at the building, one cannot fail to be struck with the remarkable ingenuity the architect has displayed in planning the structure. Given a triangular-shaped piece of ground, he had rather an awkward task; but by the manner in which he has surmounted all difficulties, particularly as regards the interior arrangements, he has excelled himself in the name he bears of being an architect of exceptional ability. The ground plan resembles the letter V, two wings branching at an acute angle from the grand porch. It may have been a troublesome piece of work for the architect, but that accomplished, the result is, from every point of view, even more satisfactory than if the structure had been square. In the first place, the offices in both wings, from the shape of the building, get the full benefit of the breeze, and again, looking straight at the angle from Hornby Road on the south, the picture is much more effective than if the building had been square. Designed as it is, we see the main front with its grand entrance, its picturesque terraces, its graceful turrets and lofty dome, reaching to a point 235 feet above the level of the ground, and from that point, stretching in perspective on either side, the eastern and western wings with their Gothic arched verandahs and minarets. It is hardly necessary to enter here into detail with the description of the exterior, which is already familiar to the public; but one or two of the principal features may be briefly alluded to. The general ornamental work is all purely Indian, being composed of Indian animals, birds, and foliage, all worked into fanciful designs in relief. The balcony over the main

porch is flanked by two-winged Venetian lions, rampant, and holding between their paws shields bearing the arms of the Corporation. From the terrace over the third floor, the central gable on bet front tapers to a point, from which rises a colossal allegorical female figure thirteen feet high, representing "Urbs Prima in Indis," below which is a circular panel bearing the arms of the Corporation. This statue, as well as the other terminal figures for the other gables, is executed by an eminent and well-known English sculptor, Mr. Hems.

The tower, of course, surmounted by its lofty dome, contributes greatly to the imposing appearance of the structure. The tower is novel and ingenious in design, as it is picturesque. The massive and solid-looking base is square, flanked at the corners by octagonal-shaped minarets. On the top is a terrace, from which, being 165 feet above the street, a splendid bird's-eye view is got of the busy city below, of the landscape across the maidan, of Colaba Point and the sea beyond. From this balcony the tower assumes narrower, yet still massive and imposing proportions. It now takes the form of an octagon, on each side of which is a large double window with Gothic arch. From this the tower works itself into a sixteen-sided figure, capped by the round masonry dome. The class of work is similar to that of the other public buildings erected on the Esplanade. The facing is of coursed Coorla buff-coloured stone; the dressings, domes, cornices, mouldings, sculpture, &c., of Porebander stone, and the arches and columns of Coorla red, blue, and white stones.

Descending to the ground again, the general appearance of the building is enhanced by the manner in which the ground surrounding it is laid out. Small gardens are in front of the eastern and western wings facing respectively the Hornby and Cruickshank Roads, while the ground between the wings is laid out with shrubs and flower beds and has a fountain playing in the centre. There is some doubt as to what should be done with the ground at the back or north side, where the Novelty Theatre formerly stood. To build a hall there in connection with the new Municipal Buildings was one proposal. Mr. Stevens' idea is that the hall should be placed on the ground north of the new buildings between the Council Chamber and the Police Courts, and that this, as well as the old site on which the Novelty Theatre stood, should be retained for further office accommodation by extending the east wing along Hornby Road. He also suggests that communication to those extra buildings might be obtained by bridging wide corridors over the road, the bridging to be similar in character to the bridge of Sighs at Venice, which would thus form handsome architectural features to the buildings.

From the shape of the exterior of the building one would naturally conclude that inside there must be some curiously irregular rooms. Such is not the case, however, for, as already stated,

the architect has wrought out the plans with great skill. All the offices are large and well ventilated, while wide corridors or verandahs run right round every flat, affording ample protection from either sun or rain, from whichever side they may strike. Most liberal accommodation, too, has been made in the way of retiring rooms for heads of departments, assistants and clerks alike ; and as to the drainage and water-supply, both will be perfect, as will be seen when we come to describe the interior arrangements of the buildings in detail. There is no want of staircases either, for there are four wide stairs throughout the building, including the grand staircase leading from the main entrance hall to the top flat. Then to the rear of this central staircase is a powerful hydraulic lift, capable of carrying six or seven persons right up the tower, which is utilized for storing old records, &c. The floors on each flat are of concrete; they are fireproof, and, laid as they are with Minton's coloured tiles, look very handsome. The ceilings are of teak, moulded and varnished. The doors, of moulded panelled teak, are fitted with massive brass furniture, and the tympana above are filled in with quarry glass of variegated colours.

The chief feature of the interior is the Council Chamber in the western wing. On this the architect has bestowed special care, in order to make it artistic in appearance, dignified, and worthy of so great a city as Bombay. It is 65 feet in length, 32½ feet in breadth and 38 feet in height. It is approached from wide and handsome corridors through large doorways which are beautifully moulded and panelled, and the arches of which are supported on polished green marble columns, whose capitals, like the others already referred to, are richly carved and moulded, while the tympana are filled in with artistically-coloured quarry glass. Looking straight forward, the first thing to attract the eye is a fine carved archway opposite, in which is set a large ornamental bay window, which is filled in with stained glass and which has the arms and monogram of the Corporation introduced therein. On either side of this window, we observe two niches in the wall which are chastely carved. There is no difficulty in having those filled up, for the Corporation have already in their possession busts of the late Captain Henry and of Sir Frank Souter. But looking round, we notice that there are fourteen piers, in front of which busts on pedestals can be placed. The filling of those will of course remain a question of time; but the bust of Mr. Ollivant, lately Municipal Commissioner in Bombay, will in all probability be the first to fill up one of those vacant piers, and it certainly could not be more appropriately placed, considering Mr. Olivant was one of the prime-movers in pushing forward the arrangements for the erection of the new Municipal Buildings. Looking round, one cannot but be

struck, despite its massive and impressive interior, with the light and airy appearance of the hall. It is open on the western, northern and eastern sides, which, together with the excellent ventilation that is obtained by means of openings in the walls above, and perforated ornamental panels in the ceiling, make it extremely cool, and there seems little necessity for punkahs. The seats and desks for the accommodation of the members are elliptically arranged in front of a platform raised about a foot from the ground, on which, under a carved teakwood canopy, sits the President, with, on either side, the Municipal Commissioner and Secretary. This is an excellent plan, being found to be the most convenient and the best for hearing in modern debating rooms. Casting our eye upwards to the clear story or upper portion of the chamber, we see on the south side, immediately above the President's chair, a reporters' gallery, and on the south side a gallery for the public.

The clerestory windows and arches have handsome red marble columns, while the arches are richly carved and decorated. The coved ceiling is of teak, panelled and richly moulded after a design that is somewhat Oriental in feeling, and is supported on corbels, the subjects of which are different castes of natives, each one bearing a shield with some device, such as the arms or monogram of the Corporation carved thereon. The ceiling is varnished, the panels being picked out in gold, as indeed is the dado below, which is formed round the room, and which is constructed of beautiful coloured woods, moulded and panelled. The floor here, as elsewhere, is laid with encaustic tiles, though richer in colour and more chaste in design. To add to the beauty and usefulness of the hall, it is provided with three handsome wrought brass electroliers of ornate design, containing ten lights of 50 candle power each, making 1,500 candle power in all, while side lights are fixed all round the room. The form of the Council Chamber has been designed in accordance with well-known examples, in order to insure the best acoustic results ; so that this chamber should prove, what we do not yet possess in Bombay, a successful debating room.

Of equal importance is the central tower, one of the chief architectural features of the structure. It springs up, as has been said, from the apex at the south of the building. Above the inner dome over the grand staircase immense and beautifully moulded interlacing arches carrying the gallery of the dome, spring from noble-looking polished red granite columns, surmounted by capitals with intricate yet effective carving. In the wall a staircase winds up the tower, which may be used in the event of anything going wrong with the mechanism of the hydraulic lift. The peculiarity of these interlacing arches is the manner in which they work the gallery of the inner dome

from a square into a circle. It is over these interlacing arches and about fifteen feet above the gallery that the grand inner dome will spring. This dome is very beautiful. It is richly panelled, moulded and decorated. The carved work are rich and very effective, while the other decorations consist of various light tints and gold. Above this dome is constructed a large store-room for municipal records, &c.; and it is to this level, about 90 feet above the ground, that the lift travels. Above this again is a large fire-service tank capable of holding 25,000 gallons of water. This is always to be in readiness in case of fire, and is a most valuable addition to the fire-service. Over this tank we get to the terrace, or balcony, which crowns the summit of the outer tower; and from this level the octagonal tower springs. It has a somewhat Oriental exterior, and inside is another tank similar to that below for the purpose of working the hydraulic lift. The tower now changes from a square into an octagon, each side of which are pierced by arches carried on massive columns of coloured stone, and tympana of which is perforated, and thus has the twofold effect of being beautiful to look upon and serviceable as ventilators. Then, again, it changes into a sixteen-sided figure, and over all stands the noble circular dome, from the summit of which will spring an ornamental terminal.

The buildings are lit with the electric light throughout. Incandescent lamps are used, and all endeavours are made to secure the latest improvements in the way of fittings, &c. The dome and Council Chamber, lit by the electric light, look very grand.

The whole building costs, including drainage, water-supply, fire-service, lighting, hydraulic lift, and furniture, something within thirteen lakhs of rupees.

European General Hospital.

In clearing the site for these buildings, it was found necessary to remove the wretched structure used as a European General Hospital, and the adjoining old Artillery Barracks in Fort George have now been altered at a cost of £20,000 and converted into a commodious and airy, but not attractive looking, Hospital. But it is soon to be replaced by a proper building erected with all the modern appliances necessary to an establishment locating the sick. Government, the Port Trust and the Committee of the European General Hospital, have become fully alive to the necessity of proper hospital accommodation for Europeans, and the result is that the present buildings, which are an eyesore, though comfortable, commodious and airy, will in a short time be replaced by the new St. George's hospital now in course of erection in the immediate neighbourhood.

Following the tramway to the Arthur Crawford Markets, one passes on the way the Sir Jamsetjee Jejeebhoy School of Art.

The total length of this building is 275 feet. There are four private studios for the masters, each 30 × 30, and four general class rooms, each 60 × 30; also three large store rooms, each 20 × 30, and four small store rooms. Over the carriage porch is the Superintendent's room, 23 × 25. There are two private staircases leading to the private studios, and two general staircases. The large hall on the ground-floor measures 55 × 30, and above this is the museum and library. It will be noticed that the building is not parallel with the main road; but the necessary light for the studios would not have been obtained had the usual symmetry been adhered to. The building is plain and unostentatious, the funds not admitting of much ornamentation. The architect for this building was Mr. George Twigge Molecey, F.R.I.B.A. This school, founded by the late Sir Jamsetjee Jejeebhoy, was opened in September, 1857. At first, the classes met at the Elphinstone Institution; but were accommodated subsequently in temporary buildings on the Esplanade. The students are instructed in wood engraving, ornamental pottery, decorative painting and architectural sculpture. A description of the Crawford Markets will be found elsewhere. They were designed by Mr. Emerson, and form a very bold feature at the entrance of the principal thoroughfares in the town. Persons curious to get a good bird's-eye view of Bombay cannot do better than mount to the top of the Clock Tower (128 feet), whence they will command the whole city.

Sir Jamsetiee Jejeebhoy School of Art.

View of Bombay from the Market Clock Tower.

Skirting the Esplanade, due west, and taking the road just facing the entrance to the markets, the traveller will observe several large buildings on his left. The first is the Goculdas Tejpal Native Hospital. It seems that, in 1865, there was a great outcry for another native hospital, and the late Mr. Rustomjee Jamsetjee Jejeebhoy offered to provide £15,000 if Government would give £10,000 and the site, and if the Municipality would support the hospital. Everything was so arranged, when the financial crisis prevented the munificent son of Sir Jamsetjee from carrying out the scheme. It lay in abeyance for some years until Mr. Goculdas Tejpall, a very wealthy and benevolent citizen, was on his death-bed. The Municipal Commissioner (Mr. Arthur Crawford) then waited upon Mr. Goculdas with the plans, and obtained a cheque for £15,000, armed with which, he subsequently induced Government and the Municipality to abide by the former arrangement. This building was designed by Col. Fuller, R.E., and unfortunately exhibits many

The Goculdas Tejpal Hospital

or most of the worst faults of the amateur architect. There is a curious mixture of styles, the author evidently intending his design to be English architecture of the 13th century, whereas probably from lack of ideas he has in places deliberately copied Venetian-gothic details from Mr. Ruskin's "Stones of Venice." This building also exhibits most conspicuously a fault common to other ambitious structures in Bombay, that they show a disproportionate quantity of roof. As the roofs are covered with smooth coloured tiles laid in lines of mechanical regularity, they suggest the notion that the buildings must have been set up by machinery. The following is the official account of this structure :— The main building was erected from designs by Lieut.-Colonel J. A. Fuller, R.E., and the detached building from designs by Nusserwanjee Darajee Meerza, Overseer, P. W. D. The work was commenced on the 10th May 1870; His Excellency the Rt. Hon'ble Sir Seymour FitzGerald, G.C.S.I., Governor and President in Council; and was completed on the 8th April 1874. His Excellency the Hon'ble Sir Philip Edmond Wodehouse, K.C.B., Governor and President in Council. The work was carried out under the immediate orders of Lieut.-Colonel J. A. Fuller, R.E., from May 1870 to May 1871; J. H. E. Hart, M.I.C.E., from May 1871 to November 1872; Colonel J. A. Fuller, R.E., from November 1872 to April 1874. Muncherjee Cowasjee Marzban being Assistant Engineer in charge. Goculdas Tejpal contributed Rs. 1,50,000. Estimate as sanctioned Rs. 3,67,494. Actual cost Rs. 3,67,465.

St. Xavier's College.

The St. Xavier's College, adjoining the Elphinstone High School on Carnac Road, ranks among the most capacious and imposing educational buildings in the city. It has a frontage of 200 feet, and consists of three wings. The middle one is crowned by the St. Xavier's tower, 140 feet in height, displaying in the centre, 90 feet above ground, a large statue of St. Francis Xavier, the Apostle of India, after whom the College is named. There are 18 class rooms, besides the apartments of the professors, who are members of the Society of Jesus. The College contains a very large physical and a chemical laboratory, both fully equipped with the latest instruments and apparatuses. In the left wing there are two large halls: the one in the ground flour, paved with marble and supported by 12 stone columns, affords ample accommodation for play under shelter. Above this is the college hall, measuring 90′ × 48′, which, encircled along 3 sides by galleries of richly carved wood-work, affords sitting accommodation for a thousand persons.

The St. Xavier's College building was designed by the Reverend Fr. Wagner, S.J.; and was five years in course of erection, from

1868 to 1873. The total cost amounted to Rs. 2,62,194, towards which sum Government contributed a donation of Rs. 61,308. The balance was made up by the subscriptions of the Cotholic clergy and the general public.

Since its erection, it has always served the two purposes of College and High School for day-scholars, while for some years at the outset it included also a boarding establishment, which latter, however, was transferred in 1886 to St. Mary's in Mazagon.

But as in course of time even the room thus gained was by no means sufficient to accommodate more than 1,000 boys—of whom a large contingent belong to the Goanese community and receive their education either gratis, or at very reduced rates—Government, on application, granted an adjacent plot of land for an additional building, which should hold the lower classes of the high school.

This extension, known as the St. Xavier's Middle School, was completed at a cost of Rs. 1,54,000, and was opened for school use in January 1891. Though forming one institution with the old St. Xavier's, it is locally detached from it by the intervening Elphinstone High School. Architecturally it not unworthily rivals the beauty of the grand structures between which it stands on Cruickshank Road, *viz.* the Elphinstone High School and the Cama Hospital. Measuring 200 in front with three storeys, it contains a chapel, 2 halls, and 16 large and elegantly furnished class rooms.

To return to St. Xavier's proper, this now gives accommodation to the upper school classes, the college lecture halls, the libraries and museums. It has no reserve funds, but maintains itself from the school fees and the Government grants-in-aid. The College has the right to three Dakshina fellowships. There are a number of scholarships available for the students of the High School.

1. The Sir Cowasji Jehangir Readymony Portuguese scholarship. 2. The Lewis Gonsalves scholarship. 3. The Portuguese scholarship. Besides these the college awards the 'Silver medal', the 'Ripon Prize,' the 'Father de Boeselager's History Prize'; as also several 'Middle School' prizes, and a large number of "ordinary prizes" in books. The conditions, on which these scholarships and prizes are awarded, are published in the annual "Calendar of St. Xavier's College."

Considering the fixed purpose and the steady progress in the cause of education, as revealed by these facts, the institution of St. Fr. Xavier's College stands forth a lasting monument of the wonderful devotion, energy and determination of the rev. Catholic clergy.

The Elphinstone High School.

The New Elphinstone High School, to which Sir Albert Sassoon has contributed £15,000, has been erected on the front of the main Esplanade Road. Estimate, Rs. 5,80,765; Expenditure Rs. 5,59,773. The total length of this building is 452 feet. There are twenty-eight class rooms, averaging 30 × 25, and four masters' rooms 20 × 25. The large hall on the first floor measures 62 × 35 below and 70 × 35 above the end gallery, with a passage way ten feet wide all round; the height from floor to ceiling being 35 feet. Above the large hall is the library, 53 × 23. There are several novel features in this design, viz., the covered play-ground under the central portion of the building, the external staircase leading to the large hall, and the arrangement of the plan. The foundation-stone for this building was originally laid on the opposite side of the Esplanade Main Road and parallel with it, but the site being afterwards changed, the stone was removed to its present position under the carriage porch, where it may be seen on the right-hand side, facing the entrance, the inscription stone on the left hand being afterwards prepared. The inscription is as follows :—

THIS THE FIRST STONE OF THE SASSOON BUILDINGS FOR
THE ELPHINSTONE HIGH SCHOOL
TOWARDS THE ERECTION OF WHICH THE SUM OF ONE LAKH AND A HALF OF RUPEES
WAS CONTRIBUTED BY THE
HONORABLE SIR ALBERT DAVID SASSOON, KT., C.S.I.,
WAS LAID BY
HIS EXCELLENCY THE RIGHT HON'BLE
SIR W. R. SEYMOUR VESEY FITZGERALD, G.C.S.I., P.C., GOVERNOR OF BOMBAY,
ON THE 3RD DAY OF MAY, A.D. 1872.

The design for this building was prepared by Mr. George Twigge Molecey, F.R.I.B.A. Under its original name of the Native Education Society's School, this institution was established in 1822. In later years, it was amalgamated with the Elphinstone College, and the joint establishment was, until 1856, known as the Elphinstone Institution. Since the separation that then took place, it was known as the Elphinstone High School and the number of pupils under the principalship of Mr. T. B. Kirkham having outgrown the limits of accommodation in the old building the present palatial structure was provided. It has a funded capital of Rs. 80,000, and enjoys an annual allowance from Government of Rs. 20,000.

The Pestonjee Cama Hospital.

Near the new Elphinstone High School on the Cruikshank Road we see the Pestonjee Hormusjee Cama Hospital for women and children, the ceremony of laying the foundation-stone of which was performed by H. R. H. the Duke of

Connaught on the 22nd of November 1883, and the institution opened with much ceremony by Lord Reay on the 30th July 1886. Mr. Cama has contributed in all a lakh and a quarter rupees towards the hospital. The site, covering an area of 19,000 square yards, was granted by Government free of charge. The institution is named after the munificent donor—Mr. Pestonjee Hormusjee Cama—and is one of the first fruits of the movements originally started by Mr. Kittredge and Mr. Sorabjee Shapurjee Bengallee, C.I.E., for supplying medical aid to women of India, and mainly the outcome of the generosity of the donor whose name it bears. The building was designed by Khan Bahadoor Muncherjee C. Murzban, Executive Engineer of the Presidency, who has succeeded in raising an edifice which will be regarded as an architectural feature of the city. The design, which is mediæval Gothic, is elegant without being ornate, and the architect nowhere appears to have succumbed to the temptation of sacrificing utility to beauty. The building has had the advantage of being erected under Mr. Murzban's personal supervision, and he has attended to all the details of the work with that loving care which is naturally to be expected from one who constructs from his own design. The architectural details of the building may now be given in brief. As soon as one has entered the premises through the porched gate in the centre of the building, his notice is attracted by a marble slab in the wall bearing the following inscription in English :—" This Hospital for Women and Children was built at the cost of Pestonjee Hormusjee Cama, whose name it bears. The foundation-stone was laid by His Royal Highness the Duke of Connaught and Strathearn on the 22nd November 1883. The hospital was completed and formally opened by His Excellency the Right Honourable Lord Reay, C.I.E., LL.D., Governor of Bombay, on the 30th July 1886. The building was designed by, and erected under, the superintendence of Khan Bahadoor Muncherjee Cowasjee Murzban, A.M.I.C.E." Similar tablets bearing inscriptions in Gujerati and Marathi also occupy prominent positions. On entering the building, one finds in front of him a stone staircase having ornamental iron railings, and a newel surmounted by a gas lamp at the base. Immediately behind the entrance hall is a room for the Lady Superintendent. On the right hand side, that nearest the Police Court building, there is a general lying-in-ward, and next to it is a dispensary and a class-room for nurses. On the left, there is a separate ward for Parsee females, each of the wards providing ample accommodation for ten beds. The Lady Superintendent's room being in the centre, she can easily supervise the working of the wards on both sides. There are verandahs in the front and rear of the building, running throughout its whole length, the one in front being enclosed to keep off the sun and rain. In the rear are the

bath-rooms and lavatories which are approached by a covered passage. On the first floor the first thing that attracts the stranger is a terrace, where convalescents may sit and enjoy the fine prospect around. To the right is the medical ward, including a room for nurses, and beyond is the children's ward, with twelve beds. Immediately on the left hand side is the surgical ward, and next to it is the operation-room fitted up with special windows and gas lamps. An additional floor placed over the central portion, forms the principal feature of the edifice and serves to complete its symmetry. Here the House Surgeon resides in a comfortable suite of rooms. The compound is dotted with several outhouses, one of which is a ward for patients suffering from infectious fevers. It has room for four patients, and is complete in itself, with special servants and every other provision against the possibility of the patients in the main hospital being in any way infected. At the opposite end is a block containing separate kitchens for the different castes, and near it are the servants' quarters.

The New Presidency Police Courts.

The new Presidency Police Courts, an imposing structure on the Esplanade, was only opened for business on the 6th of May 1889. The style of the building is Mediæval-Gothic, having an imposing and ornamental frontage extending for 300 feet, to the Cruikshank Road. From the rear of the building to the front of the carriage-porch, which is a feature of the principal elevation, the depth is 125 feet; the total height to the ridge of the roof is 100 feet, and above this a ventilation shaft, ten feet square, has been carried up another forty-five feet. The building is of Porebunder stone with facing and arches of Coorla stone, and from end to end the fine frontage is ornamented with stone carvings in harmony with the general style. On the ground-floor is a large lock-up for native men, another place of confinement for disorderly cases, and other separate cells for European men, European women, and native women, and a store room for stolen goods. On the same floor there are rooms for the keeping of the records, for the use of the European constables, the messengers, and the guard. On the first floor the third Magistrate's Court is a spacious apartment 66 by 50 by 30. For the Magistrate a dressing room and a private room stand next the Court, a waiting-room for the witnesses near the staircase, a room for barristers over the large carriage-porch, and a clerk's room completes the allocation of the space. The dimensions of the upper Court on the second floor for the Chief Magistrate differ from the other in its height only. The division of this floor is similar to that of the first floor, and includes the two rooms for the Magistrate, the witnesses' waiting-room, and a room for the chief clerk, a second staff of clerks being

lodged over the carriage-porch on the same level. The corridor is broad and convenient, and a twelve-foot verandah is designed to encircle the building on each floor. A separate staircase for the prisoners and witnesses communicates direct from the set of cells to the Courts, and the prisoners also have an entrance of their own at the south-east corner of the court-house. The chief staircase, 30 feet square, gives access to each of the Courts, as well as to the third floor, where comfortable quarters for the European police officers in charge are provided. On the staircase is a marble slab with the inscription :—

THIS BUILDING FOR THE PRESIDENCY MAGISTRATES' COURTS
WAS ERECTED FROM DESIGNS BY
JOHN ADAMS,
ARCHITECTURAL EXECUTIVE ENGINEER AND SURVEYOR TO
HIS EXCELLENCY THE RIGHT HON'BLE LORD REAY, G.C.I.E., LL.D.,
GOVERNOR OF BOMBAY.
THE WORK WAS CARRIED OUT UNDER THE SUPERINTENDENCE OF
KHAN BAHADUR MUNCHERJEE COWASJEE MURZBAN,
ASSOC. M. INST. C.E.,
EXECUTIVE ENGINEER, PRESIDENCY.
COMMENCED 3RD DECEMBER 1884.
ESTIMATED COST RS. 3,17,361.
COMPLETED 31ST DECEMBER 1888.

In the square opposite the Money Schools close by, is a immense gas "lighthouse," with fountains at the foot, presented by the late Mr. Rustomjee Jamsetjee Jejeebhoy.

Having thus gone the round of the Esplanade, the traveller will feel with us, that, whatever mistakes may have been committed, whatever opportunities thrown away or misused, yet, when one or two gaps are filled, and a good theatre and music hall erected near the Money Schools, Bombay may be very proud of the Esplanade. Travelling through the native town towards Parel our visitor, while he will be struck by the picturesque gables and lofty houses in Kalbadavie, will see no building worthy of note until he arrives at the Sir Jamsetjee Jejeebhoy Hospital, including a fine hospital originally built by the old Baronet and added to by his sons, who have also provided a Leper Hospital and Incurable Ward close by, while Sir Cowasjee Jehanghier Readymoney has presented an Opthalmic Hospital at the same site.

The Jamsetjee Jejeebhoy and Cowasjee Jehanghier Hospitals.

Proceeding towards Parel the traveller will notice the very plain Jewish Synagogue, and then shudder at the ugliness of the Byculla Schools and Church.

The Victoria Museum and Gardens.

His last sight of public buildings, except the Victoria Technical Institute a little further on, will be the Victoria Gardens, where the Victoria Museum, a handsome structure, gorgeously ornamented within, stands back from the road, the Sassoon Clock Tower in front. The Victoria Gardens and Museum were the outcome of a proposal made at a public meeting held in the Town Hall in 1858 to commemorate the transference of the Government of India from the East India Company to H. M. the Queen. Government gave the site, which covers 32 acres of what was known as the Mount Estate, and a small grant of money, which was however chiefly found by the citizens of Bombay, the native gentry being the chief donors. The Museum was built by public subscriptions, and contains the remnants of the collections of the old "Government Central Museum," which were partially destroyed during the mutiny, having been thrown out of the Town Hall where they were kept. The Museum was intended to illustrate the economic products and natural history of Western India, and is under the care of a very competent curator. The first stone was laid by Sir Bartle Frere in November 1862; but the works were stopped in 1865 for want of funds, and it was not until 1868 that the Government again undertook to complete them. The new museum was opened in 1871. It contains a fine statue by Noble of the late Prince Consort. The Victoria Gardens, which were laid out and planned by the Agri-Horticultural Society, under Dr. (now Sir George) Birdwood, having lately been entirely remodelled, may now be classed amongst the permanent attractions of Bombay. The area of the entire ground is over thirty-two acres, and the Gardens were opened to the public in 1862 by Lady Frere, to whom there is a memorial in the grounds. The whole, however, is enclosed within one boundary, which on three sides consists of masonry walling, and on the west side (the main entrance) of handsome Brookendale railings and a quadruple set of very ornate gates, the gift of two native gentlemen. The grounds are appropriately laid out with broad paths, raised terraces, and miniature ornamental lakes, and, being richly wooded with choice and rare kinds of tropical trees and plants, arranged botanically, present at all times a gratefully cool and refreshing aspect. To be seen at their best, the visitor should select either early morning or evening; as, in the former case, the freshness of all around, fragrant with the scent of numbers of choice flowers and creepers, will amply compensate for the little inconveniences usually attendant upon enforced matutinal exertions; whereas, in the latter case, the gorgeous and varied costumes of the native ladies

and gentlemen (who frequent the gardens of an evening by thousands), combining with the rich green of the surrounding foliage, add a feature of vivacity to the scene very charming in its effect, and present a kaleidoscopic study of endless interest to even the most ordinary observer. The general plan of the gardens may be thus described: From the open space near the Museum it is divided by a broad avenue, bordered with beds of flowering and ornamental foliaged plants, leading to a large octagonal space decorated by a fountain. On the left of the avenue the garden is laid out with winding paths, large open lawns and groups and clumps of trees, which are botanically arranged according to the natural orders to which they belong. The carnevora will henceforth be kept in spacious cages newly designed by Mr. Phipson. There is a handsome well filled deer park and a pretty artificial lake, which seem to give the finishing touch to the scenery at this portion of the ground. On the right of the avenue the major part of the garden is taken up by a very fine piece of ornamental water arranged in a serpentine route, banked with rich wild foliage and spanned in shady works with rustic bridges, which lead to large lawns on the other side of the water. A make pit is met with on this side of the avenue, and just behind the superintendent's bungalow is a very handsome fernery containing over 200 specimens of ferns and palms, and watered and kept cool by numerous circular fountains, round which are narrow winding paths. In close proximity are other but smaller ferneries and nurseries, and in the rear are the old quarters for the animals, which are to be used as a hospital for them. To the east of the museum a rustic bandstand has been constructed, at which the band of H. E. the Governor, or of one of the local Volunteer Corps, is accustomed to charm the public ear sometimes. Between the bandstand and the museum building a raised terrace has been made for promenading purposes, and immediately in front of the former a large open space has been levelled and made suitable for carriage traffic, so that those who are disinclined for exercise, may listen to the music at their ease and comfort. The annual cost of the gardens amounts to Rs. 66 577, which is granted from the public funds by the Corporation, who have placed a competent botanist and horticulturist in charge. Mr. C. D. Mahalaxmiwalla is superintendent of the Gardens, and has a staff consisting of twenty-five *mallees* (gardeners), thirteen women, eight boys, and twenty-nine coolies under him. Mr. Mahalaxmiwalla was appointed Superintendent on the death of Mr. Carstensen, early last year.

On the opposite side of the road is the handsome pile of buildings forming what was formerly known the Cowasjee

The Victoria Technical Institute.

Jehanghier Elphinstone College, the late Sir Cowasjee Jehanghier Readymoney having contributed half of the entire cost. The college had its origin in a meeting of the Bombay Native Education Society, held on the 22nd August 1827, to consider the most appropriate testimonial to the Hon. Mountstuart Elphinstone on his resignation of the government of Bombay. The result of this meeting was that a sum of Rs. 2,29,656 was collected by public subscription towards the endowment of professorships for teaching the English language, and the arts, sciences and literature of Europe, to be denominated the Elphinstone professorships. This sum afterwards accumulated to Rs. 4,43,901, and the interest of it is augmented by an annual subscription from Government of Rs. 22,000. The first Elphinstone professors arrived in 1835, and commenced their work in the Town Hall. For some reason or other, they did not meet with the success which they desired; and a year or two later an amalgamation was effected between the Native Education Society's School, situated on the verge of the Esplanade, and the adjacent college, under the name of the Elphinstone Institution, the teachers in the latter being elevated to the status of professors, and a division of labour being arranged. The first report of the amalgamated institution was issued in 1840. In 1856, the professorial element was separated from the Elphinstone Institution, which, from that time, became a high school. The college was removed at first to Byculla, and later to Tankerville, Baboola Tank Road. It was on the 20th February 1871 transferred to the handsome structure on the Parel Road known as the "Cowasjee Jehanghier Buildings." The new building cost Rs. 2,00,000. The property and endowments of the Elphinstone College are under the guardianship of the trustees of the Elphinstone Fund. A list of the endowments and scholarships connected with the college is published in the *Bombay University Calendar*. A subscription portrait of Sir Cowasjee has lately been painted by Mr. Griffiths, of the Bombay School of Art, to be placed in the Hall. On completion of the huge pile of buildings known as the Central Press Buildings in the Fort the College was removed there, and these premises devoted to the uses of the Technical Institute.

The General Result.

We have dwelt at some length on this subject (the public buildings of Bombay), for we take a pardonable pride in it. It is not only that so much has been done well, but that so large a portion of what has been effected is due to the munificence of

individual citizens. More than one million sterling has been spent in the last thirty years; of which £240,000 has been contributed by private persons.

Between 1860 and 1885, there were spent on the improvement of Bombay in roads, reclamations, and public buildings at least 6½ millions sterling. In the same period, or rather since 1865, the Municipality has expended not less than four millions in sanitation and general conservancy. Some of this vast outlay may have been extravagant, but the undoubted result has been to convert an ugly and filthy town into a healthy and handsome city.

THE ARTHUR CRAWFORD MARKETS.

These markets deserve a separate description, for they are the noblest and most useful of all the public improvements executed in Bombay, and they form a grand monument to the energy and administrative capacity of the gentleman whose name they bear, and who was Municipal Commissioner of Bombay from July 1865 till November 1871. When Mr. Crawford became Commissioner the slaughter-houses of Bombay were within the town and close to the so-called public markets, wretched, low-tiled, open sheds, indifferently paved and drained, very crowded and hot, and dirty to a degree. The very sight of such places was loathsome and disgusting, and no one resorted to the markets who could possibly avoid it. Mr. Crawford first of all set to work with the butchers, whom he turned out of the town altogether. New slaughter-houses were erected in 1867 at Bandora, near the station of that name on the B. B. and C. I. Railway, ten miles from Bombay; separate buildings being, in order not to offend native prejudices, provided for the killing of sheep and cattle. The buildings are large and substantial structures, with iron roofs. They are three in number: one being used for the slaughter of sheep and goats, the two others being set apart for cattle. One of these latter belong to the Commissariat Department. They are furnished with a good supply of Vehar water, and are well-drained. The animals are daily inspected and passed for slaughtering before entering the slaughter-house yards. At 5 p.m. the slaughtering of from 1,300 to 1,800 sheep and goats, and from 70 to 90 cattle begins, and continues till 8 or 9 o'clock at night. The carcases being prepared, they are hung up in meat vans drawn by bullocks, and are sent to the markets early in the morning. Before, however, the butchers pack away the meat intended for sale in the markets and stock the waggons, the Superintendent of

The Old Markets.

The Bandora Slaughter Houses.

Slaughter Houses inspects the meat and carefully does he do so. Nothing putrid therefore can get into the markets, unless it is smuggled in, but the staff of Inspectors under the Superintendent keep on the alert, and butchers find it too risky to try their smuggling proclivities. For the markets the Government granted a convenient site, covering 72,000 square yards, at the north-east corner of the Esplanade The ground was laid out so as to assign the principal part of the space to the Flower, Fruit, and Vegetable markets adjoining the Market and Esplanade Cross Roads, and to place the Beef, Mutton, and Fish markets at some distance off to leeward of them, with an open space in the centre which could be made into a garden. A store shed was built at the south side of the enclosure, with separate rooms to be hired out to wholesale dealers in fruit, &c. For the Meat markets (it was necessary to have separate buildings for the Beef and Mutton) no architectural ornament was considered necessary; open, airy, commodious buildings only were required. "But on the west and north-west frontage to be occupied by the Fruit and Vegetable markets I was bound," says Mr. Crawford, "as well for the appearance of the town as by the conditions of the Government grant, to erect a building with some architectural pretensions. Having failed to obtain suitable designs in England, I commissioned Mr. Emerson to prepare one;" and the result of this commission is a very handsome building which in general appearance and in the convenience and cleanliness of all its internal arrangements, is not surpassed by any market in the world. The building consists of a centre hall with three principal gateways, surmounted by a clock-tower. Each arched gateway is divided by a column of polished granite on a blue besalt base. The arched compartments above were to have been filled with sculptured marble entablatures representing everyday scenes of Indian life; but only two of these had been completed by the sculptor, Mr. Kipling, before he left Bombay. The masonry is of course Coorla rubble, with Porebunder coigns, relieved by a very fine warm red stone from Bassein. Entering the central hall, in which there is now a drinking fountain presented by the late Sir Cowasjee Jehanghier, the fine dimensions of the building at once strike the eye. To the right stretches a masonry wing, 150 ft. by 100 = an area of 15,000 sq. feet, which is reserved for fruit and flowers; and to the left an iron wing 350 ft. by 100 = an area of 35,000 sq. ft., which is appropriated to stalls for vegetables, spices, &c. The centre, including the gateways, covers 16,000 sq. ft. The total area under cover is 56,000 square feet, all open, with double iron roof of

The New Market.

50 ft. span, supported on iron columns. Height to the wall plates 30 ft. height to ridge of roof 51½ ft. The market is paved with Caithness flags, and the conservancy arrangements are very good.

Flowers.

The visitor who wishes to see this market at its best should go there in the early morning, between 6 and 7. He will then see, in the fruit season, from November till May, such a show of fruit and flowers as cannot be matched in any other city. Each dealer sits upon his stall with his goods beside him, so that there is plenty of room for strangers to walk about, even when the chaffering is busiest. Walking down between the rows, one sees first, stalls covered with wreaths of jessamine (the mogra variety of jessamine is especially prized by the natives) the garlands and bouquets of garden flowers. Gardening is now much more fashionable than it used to be in Bombay, and nearly all varieties of English flowers, from roses down to verbenas, are grown here in abundance. Several stalls are devoted almost entirely to the sale of *pan soparee*, the favourite luxury of all natives. The *pan* is a green aromatic vine-leaf, which is spread with lime and wrapped round a bit of betel-nut (the fruit of the areca palm), and chewed. Its taste, which is not unpleasant, is due wholly to the pan, the nut, which in appearance closely resembles the nutmeg, having no flavour, and being only useful apparently to prolong the chewing process. The vine from which the pan leaf is gathered, requires very careful and expensive cultivation. Great plantations of it are kept up in the valley of the upper Nerbudda near Jubbulpore; and the leaves are packed in baskets and sent to Bombay.

Fruit.

Of fruit there is, first of all, the plantain or banana, in all its varieties, of which the small delicate yellow one is the best for eating. Then we have pummeloes, of which the best grow in and about Bombay. The pummelo (West Indian shaddock) is a species of citron, with a slightly bitter flavour; it is a delightful fruit to eat in the morning after a long walk or drive. Melons and pumpkins abound, and are much used by the natives. Excellent oranges come from Nagpore; those grown nearer the sea have not much flavour. Fine black and white grapes are supplied by Aurungabad, and a good many baskets come all the way from Cabul, which has always been celebrated for fruits, and from which Bombay also gets walnuts, pistacio nuts, dried peaches, and apples. Nectarines and peaches of good quality are grown at Bangalore, but it is only occasionally that they find their way into the Bombay Market. Occasionally, a basket or two

of strawberries find their way down from Mahableshwur, where this delicious fruit grows in perfection. Fresh and dried dates are brought from Muscat in the Persian Gulf. Cocoanuts, figs, guavas, and custard-apples are all plentiful and cheap; and the pine-apples are often as good as any raised in English hothouses for twenty times the money. The best pine apples are grown down in the Southern Concan, and are brought up to Bombay in country boats. The *chickoo*, a fruit like the medlar, but of a better flavour, is esteemed a great delicacy. The fruit, however, for which Bombay is deservedly most famous is the mango, which comes into season in May. The Afoos (probably a corruption of Alphonse) mango of Mazagon is the best. It is pear-shaped, and can be distinguished from other mangoes by a little lump or horn at the narrow end. Of vegetables, also, which a hundred years ago were very scarce in Bombay, there is now an endless variety. The onion of Bombay maintains its character of being "celebrated all over the East," and good celery and cucumbers are also grown in the neighbourhood. The chief source of supply for the vegetable market is, however, the country about Poona, which grows capital green peas, green onions, French-beans, lettuces, cauliflowers, &c. Potatoes are cultivated for the Bombay market at many places above the Ghauts, from Nassick to Tulleygaum, and Mahableshwur.

Vegetables.

Great quantities of the various pickles, spices and other condiments to which the natives are so partial are sold at the stalls in the Vegetable Market. There are also in this part of the building several shops for the sale of oilman's stores, and two or three stalls hired by bakers for the sale of bread.

The Beef Market is an iron building paved with Yorkshire flags. It is kept as clean as possible by Mr. Higgins, the Superintendent of the Markets, but the unpleasant smell of meat in a hot climate cannot be wholly done away with. This is more disagreeably apparent in the Mutton Market, which is decidedly overcrowded, one end of it being set apart for fish. There ought to be a separate Fish Market, and there is room for such a building at the eastern end,

of the Vegetable Market on the ground already enclosed. Both the beef and mutton sold in Bombay are good, as a rule; though of course the meat is small and lean as compared with what one gets in England. Venison can occasionally be purchased in the market; and the other favourite dish at an alderman's feast, turtle, is not difficult to procure, as turtles are frequently brought to Bombay from Kurrachee, where they abound, and have been, it is confidently asserted, sent all the way to London to appear on the banquet table at the Lord Mayor's dinner. Bombay can boast of some fine fish—more particularly the pomfret, a large species of flounder, with a flavour resembling that of turbot, but more delicate. The bombelo or Bombay duck is a gelatinous fish, not liked by many persons when it is fresh. When dried, however, it forms a favourite relish. Very good oysters are caught all along the coast. The shell appears large, but the oyster itself is plump, well-flavoured, and not inconveniently big.

Meat.

Fish.

Close to the Mutton and Beef Markets is a coffee-shop, where the butlers who go to market for their masters get their breakfast. This popular institution, it is said, brings in a clear revenue of Rs. 1,200 a year.

The Butlers' Coffee Shop.

The enclosed garden was regularly laid out and planted with trees in 1870, when the markets were completed, and it now presents a very refreshing appearance. In the centre of it is one of the prettiest fountains in Bombay. It was designed by Mr. Emerson, and the panels round it, with female figures representing the various rivers of India, were sculptured by Mr. Kipling, of the School of Art.

The Garden.

On the southern side, adjoining the store-house, is the live poultry market, generally well stocked with fowls, ducks, and turkeys. Of game it may be said that the snipe, curlew, teal, and wild duck,

Poultry and Game.

and the florican, when in season, are excellent; partridges and other game are hardly worth eating. Many parrots, cockatoos, minas, canaries, love birds, &c., are offered here for sale.

Cost and Revenue of the Markets.

The Crawford Markets cost Rs. 11,18,500, but only about one-third of the population, it is estimated, is supplied from them. The market for perhaps half the population is the iron building in the Null Bazaar, in the native town, between the Parel and Duncan Roads, erected at a cost of Rs. 1,37,000, and now bringing in an income of about Rs. 38,000 a year. Here in the evening thousands upon thousands of people may be seen marketing. The whole annual cost of maintaining the Municipal Markets of Bombay is now Rs. 1,23,331, while the revenue from them is Rs. 3,46,106.

THE PEDDER MARKETS.

An addition has been made to the number of Municipal Markets since the publication of the first edition of this GUIDE. The Pedder Markets at Mazagon have been built in deference to numerous petitions from the inhabitants there, who had just cause to be dissatisfied with the filthy and overcrowded sheds which hitherto did duty as the mart for their daily supplies of food. The population of Mazagon is chiefly composed of Christians, a great proportion of whom are Europeans and Portuguese; the demand, therefore, for fresh animal food and for a suitable market to purchase it in, became a necessity which could not be overlooked; consequently three lofty, airy and well ventilated buildings have been erected in the centre of a neatly-laid-out garden, enclosed by a substantial wall with ornamental railing. No pretensions at architecture have been aimed at; but the buildings are in every way well suited for their purpose. They are clean, spacious, thoroughly well drained, and provided with an ample supply of water, and so far from being offensive, as markets usually are in this country, are on the contrary not only an acquisition to the residents as a matter of convenience, but from their gay and pleasing appearance have become quite a feature in the neighbourhood.

The larger building near the main entrance is the Fruit Market where all kinds of fruit and vegetables, as their season comes round, may be obtained; and the building in rear of this is the Fish and Mutton Market; at one end of which there are several stalls for the sale of mutton, while at other end nothing but fish is sold. Of this last commodity Bombay is particularly fruitful, for, except during the monsoon, when the fishing boats dare not face the weather, many kinds and varieties of fish of excellent quality are always here for sale. For the epicure oysters, shrimps, prawns, lobsters, and cray fish are always to be obtained, while on the other hand the stomach which prefers quantity to quality may gratify its utmost desires with the shark stakes which are almost daily offered for sale.

The Beef Market is placed apart from the others, and is much smaller, containing space for eight stalls only, but, notwithstanding, is in every way adequate to the demand of the beef-eaters of Mazagon. Fresh beef is daily supplied, and by the strict supervision of the superintendent (Mr. Higgins) every precaution is taken to prevent the introduction of any inferior quality of meat into these markets.

The total cost of the construction of these markets has been Rs. 37,000. They have by a resolution of the Corporation been named after the then Municipal Commissioner, Mr. W. G. Pedder, C.S., to whose exertions they owe their existence.

THE FORT.

Turning to the right from the Sailors' Home, and passing over the site of the Apollo Gate of the old fortifications, you enter the Fort. On your right is the Dockyard, on your left the Scotch Church, whence the line of the fortifications can be traced by the frontage of the houses running paralleled to them along Rampart Row to Church Gate, and Hornby Row to Bazaar Gate. The Fort is divided into two well marked sections. From the Scotch Church to the western end of Church Gate Street, up this street to the Cathedral, Elphinstone Circle, and the Town Hall, and back by the Custom House to the Dockyard, is the European quarter, containing the Government and Merchants' offices and the principal European shops. The northern section of the Fort from the Cathedral

to opposite the G. I. P. Railway station at Boree Bunder is the native bazaar, chiefly occupied by Parsees. The greatest portion of the house property in the Fort has been created since 1758, when the completion of the line of fortifications made the inhabitants of Bombay anxious to live within the walls. Mr. Warden, Secretary to Government in 1812, mentions, in his Report on the Landed Tenures of Bombay, that people then living could "recollect the space on which the Government House is built, and the whole range where the Rope Walk (Rampart Row, W.) stood, including the premises belonging to Mr. Forbes, and in fact the best part of the Fort, as plantations of cocoanuts, which it became the policy of the Government to acquire and to remove;" and in prints of the latter half of the eighteenth century the only buildings shown south of the Cathedral are Government House (the old Secretariat), the Custom House, and the building known by the name of the old High Court. To induce people to settle in Bombay, the Government at first gave away land to any one who wished to build and thus most of the valuable ground was quickly alienated. Then the Government was compelled, when pressed for room, to buy back such property as it wanted from the tenants. A part of the extensive and rambling range of buildings forming the old Secretariat was in 1764 purchased from Mr. Whitehill for Rs. 45,000. The site of this office had previously been a tank, which was filled up by Mr. Whitehill and the house erected thereon. The Secretary's house in the same compound was bought from Mr. Secretary Ravenscroft in 1780 for Rs. 20,000. A house and back apartments adjoining the Marine House were purchased by the Government from Mr. George England in 1766, as being conveniently situated for carrying on the different branches of the marine business, for Rs. 27,675. The Court House appears to have been purchased about the same time for Rs. 60,000. In 1790, the Government bought for Rs. 27,000 the house, out-houses, and cotton screws near the old bunder belonging to Mr. John Hunter, immediately adjoining the Company's hospital, "which had been so often recommended by

Sir Edward Hughes and others to be taken into the marine yard." In 1803 a great fire broke out in the Fort, and destroyed nearly three-fourths of the bazaar, together with the barracks, custom-house, and many other public buildings, and property of immense value belonging to the native merchants. Many houses in the neighbourhood of the Castle were battered down by the artillery, to stop the progress of the flames and preserve the magazine, or in all probability the whole town would have been destroyed. The Company resolved to rebuild the town, and tried to resume a great part of the property. They were met, however, by a combination on the part of the native landholders, and it appears, from what came out in the inquiry instituted on the Company's behalf some years afterwards, that at that time some European merchants were in possession of a good deal of house property. Mr. Leckie, founder of the house of Leckie and Co., drew in 1812 an income of £3,000 a year from his property in the Fort, which adjoined the Scotch Church, and a part of which is now represented by the office of Sir Charles Forbes and Co. Further along Rope Walk Street (so called from the Rope Walk here kept for many years by the Company for the manufacture of coir ropes, &c.), and at the bottom of Forbes Street, Mr. (afterwards Sir Charles) Forbes had built the office now occupied by Messrs. D. Sassoon and Co., and the Government had a quarrel with Mr. Stewart, Mr. Forbes's partner, for encroaching on the road by constructing "a suite of low buildings adjoining his house for the *Courier* office." The buildings within the walls of the Fort, including the barracks, the arsenal, and the docks, were valued by Mr. Warden in 1812 at one crore and five lakhs of rupees. The average price of land, before the great fire, had been Rs. 8, 10, and 12 a square yard, but the price rose afterwards to, in some instances, as much as Rs. 25 and Rs. 30. In 1865, plots of ground on the site of the ramparts opposite the end of Forbes Street were sold for as much as Rs. 115 and Rs. 120 a square yard; but that was at a time when prices of everything in Bombay were abnormally high. The ground there now is probably not worth more than Rs. 30 a square yard. In the principal streets, however,

of the Fort, the nominal value of land has certainly been quadrupled since the beginning of the century. The houses are for the most part plain, ugly buildings, three or four storeys high, with tiled roofs, but picturesque from their irregularity.

Between Forbes Street and Bombay Green were situated most of the Government offices. In this quarter also, up to within the last twenty two years, most of the great mercantile firms had their offices, and the principal European shops were in Meadow Street, then the busiest thoroughfare in Bombay. The transformation in 1863 of the Bombay Green into the Elphinstone Circle has shifted the centre of business, and from the Circle down Church Gate Street, and then along Rampart Row to Watson's Hotel, is now the most frequented part of the Fort. The Admiralty was the block of buildings extending from the back of the old *Bombay Gazette* Office up Forbes Street to near the corner of Apollo Street. It is principally remarkable for a staircase approached through a gate-way from Forbes Street, up which it is said by tradition to have been a favourite diversion in the old days for gay young men to ride their horses after dinner. The Military Stores Office was situated between Meadow Street and Military Square. In Meadow Street the oldest building is the Catholic chapel and convent, built about the beginning of the last century. In the inner quadrangle of this building is a garden containing a bread-fruit tree, the only one probably that can be found in India. A walnut tree grew near it, but was cut down a few years ago. In the old Secretariat, at the corner of Hummum and Apollo Streets, the room is still shown where Governor Duncan died. Here the meetings of Council were held regularly, and public breakfasts were given, up to Mr. Elphinstone's and Sir John Malcolm's time.

If we suppose, now, that the visitor starts from the Dockyard gate and proceeds up Marine Street to the Town Hall, there are some buildings of great interest to engage his attention. First of all, we have on the left the Scotch Church.

St. Andrew's Kirk.

St. Andrew's Presbyterian Kirk in the Fort was begun in 1816, and originally cost Rs. 50,000, which sum was defrayed by Government. Its first Minister was the Rev. James Clow. When he landed in the country, in 1815, he had to hold service at first in the mess-room of the town Barracks (now the Shipping Office), and afterwards in a room in the old High Court. It was not without an effort that permission was obtained from the Court of Directors for building the kirk; and when sanction was at length accorded, it was stipulated that the structure should be undistinguished by a steeple. On the representation of the congregation, however, this invidious condition was withdrawn, and the Church was completed in 1818. In 1826, the steeple was struck down by lightning, and the present one was constructed by John Caldecott, F.R.S., the astronomer at the Trevandrum Observatory. In 1822, a junior chaplain was appointed to the Church, the Rev. Joseph Laurie. On Mr. Clow's retirement, in 1834, Mr. Laurie succeeded him, and the Rev. Dr. Stevenson, the well-known missionary and orientalist, was brought on the strength of the establishment. He was promoted to the senior chaplaincy in 1841. In 1825, on the recommendation of Mr. Clow, an organ was obtained for the Church; it has lately been replaced by the more effective instrument now in use, built by Messrs. Bishop and Starr, the builders of the organs in the Cathedral and Town Hall. Until 1833, there was only one service held on Sundays in the kirk; the evening service was commenced in that year.

The Dockyard.

The Dockyard, situated between the Custom House and the Apollo Bunder, contains five graving docks, which are constructed so as to make two large docks. They are placed alongside each other, and the steam factory adjoins them. The three docks furthest from the steam factory are the oldest. They are called the Upper Old Bombay Dock, the Middle Old Bombay Dock, and the Lower Old Bombay Dock, and were constructed in 1736. The upper dock is 209 feet in length, and 47 feet 7 inches in width; the middle dock is 183 feet in length, and 51 feet 10 inches in width; the

lower dock is 256 feet in length, and 51 feet 10 inches in width; thrown together they make one dock, 648 feet in length. The two other docks alongside are called the Duncan Docks, and were first constructed in 1810. The Upper Duncan Dock is 286 feet in length and 63 feet 10 inches in width; its original length was 216 feet, but it was lengthened 30 feet in 1845, and 40 feet more in 1849. The Lower Duncan Dock is 246 feet in length, and 63 feet 10 inches in width; these two docks thrown together make one large dock 532 feet in length. Immediately outside the docks there is a depth of 17 feet of water, so that no ship drawing more than that could enter the docks, and there is a constant tendency to silting up near the entrance to the docks, so that dredging is needful; but a vessel once in the docks floats in 18 feet of water, and there is ample time to "shore up" the sides of a vessel before the water retires. Before these docks were constructed, in 1736, there was a basin formed where the upper old Bombay dock now is, but it was simply a mud basin, in and out of which the tide flowed at will. The East India Company, as early as the year 1673, were obliged to build ships of war to defend their trade against the Malabar pirates; but previously to 1735 the principal building station was at Surat, where the Company's factories were first established. It is only at Bombay, however, that the rise of the tides facilitates the construction of docks with a good depth of water; and for this reason Bombay was soon preferred to Surat. In 1735 part of the ground was selected in Bombay, where the present docks are now, and for some years there was a thoroughfare through the Dockyard. In 1767, the size of the yard was increased, and in 1805 the Dockyard was still further enlarged and enclosed, and the thoroughfare through it was discontinued.

These docks have been in constant use from the day of their completion, and the Dockyard was for a long period celebrated for turning out first-class men-of-war. A number of schooners, galleys, ships, and amongst them, in the year 1768, a Governor's yacht were built here, but none of them of much tonnage. In the year 1800, a 4-gun frigate, the Cornwallis, of 1363 tons, was built for

the East India Company, and afterwards the Admiralty ordered men-of-war for the King's navy to be constructed in the Bombay Dockyard. Several men-of-war have been built in this Dockyard —vessels carrying 86, 74, 38, 36, 18 and 10 guns; the last man-of-war was the Meanee, built in 1847, carrying 84 guns and of 2,400 ton burden. In all, 19 ships of war have been built in the Bombay Dockyard for the Royal Navy, since the docks have been constructed. Besides these men-of-war, a large number of smaller vessels of war have been built here, including 29 vessels for the East India Company and 17 ships for the Indian Navy, and besides several pilot vessels and cutters, and 66 merchant ships, ranging from 250 to 1,700 tons, have been built here. From the year 1840 a number of steamers have been built, coal boats, pilot boats, and schooners. The two largest steamers in late years built were in the year 1854, the Assaye and the Punjab, of 1,800 tons each. Since this date, owing chiefly to the introduction of iron instead of wood for ship-building, and the consequent advantage of having large ships built in England, where iron is cheap, the work done in the Dockyard has been confined to the construction of water boats and pilot boats. The last work done has been the construction of a number of barges known as the saddle-back barges, which have been employed in making the Harbour Defences and for reclamation purposes; they are of 100 tons each, and are believed to have cost a very large sum of money.

At the time when the docks were first made in Bombay, in 1736, European ship-builders were not to be had; but for some years previously, at the East India Company's building station at Surat, a Parsee foreman named Lowjee Nusserwanjee had been employed, who showed remarkable aptitude in the art of ship-building. He was brought from Surat to establish the Dockyard in Bombay, and for 38 years he acted as master-builder here, and from that day to within a few years ago a direct descendant of Lowjee Nusserwanjee filled that responsible position. The members of this Parsee family, who held the appointment of master-builder in Bombay for 150 years, performed their duties without any Euro-

pean superintendence. These Parsee ship-builders (their family name is Wadia or ship-builder) made the reputation of the Dockyard in its earlier days by turning out well-built ships, constructed chiefly of teakwood, which, as the worm will not eat it, and as it contains oil enough to prevent the iron clamps and bolts that bind it from rusting, has more enduring qualities than oak. The Lowjee Family possess many testimonials from British Admirals, including one from Vice-Admiral Sir Edward Hughes in 1788 to Manockjee Lowjee, to whom also was presented a medal "for services rendered to the nation;" from the Honorable the East India Company in 1789, from Admiral Dundas in 1801, from Rear-Admiral Sir Thos. Trowbridge in 1802, who wrote, "I have pledged myself you will produce ships that will eclipse those built in England;" from Governor Duncan, and from the Superintendent of Bombay Marine in 1805; and throughout their career the Parsee ship-builders appear to have always conducted themselves in a highly honourable manner, and to have been most excellent workmen. The last master-builder was Khan Bahadoor Jamsetjee Dhunjeebhoy, who belongs to the Lowjee family, and was in the service in the Dockyard since April 1st, 1844, and was master-builder since 1st March, 1856. This officer retired on a pension on the 1st of January 1885.

The Steam Factory.

Alongside the docks is the steam factory, a building 400 feet in length, 48 in width, and 42 feet high, which contains all the machinery requisite for making boilers and every portion of the fittings of a marine steam-engine. In the upper floor the lighter machinery is placed, and here the smaller fittings are made; in the ground floor the heavier machinery and steam-engines are located. At the end of the building on the ground floor is the foundry, and the building contains machines for rolling, planing, punching, drilling, mortising tenoning, slotting, lathes of all descriptions, all driven by two engines of 10 and 20 horse-power each. There is a small independent steam-engine on the upper storey which is intended to set in motion the machinery on that floor if required from any cause to do

so. The punching and shearing presses are in an adjoining building. Since the abolition of the Indian Navy, the work in the factory has been reduced in importance and is now confined to smaller performances.

The steam factory is, nevertheless, very complete, and presents a very interesting scene with the variety of machinery busily at work in a long and imposing building.

The Bombay Dockyard or, as it is now known, the Government Dockyard, is five or six times bigger than the Kidderpore Dockyard at Calcutta. The Dockyard at one time covered 600,000 square yards, but for the new Sailors' Home, just completed, 150,000 square yards were taken away, reducing the Dockyard to its present dimensions. About forty or fifty ships are on an average every year repaired in the Dockyard.

The Custom House.

The Custom House, which adjoins the Dockyard, is one of the oldest buildings in the Fort. In the year 1665, when the Portuguese gave over the town of Bombay and the fortifications to the English, the present Custom House was the barracks for the Portuguese soldiers. After the barracks came into the possession of the British Government the "writers," now called civil servants, were lodged in the building, and they were obliged to remain within the limits of the building, after a certain hour every day, for to go outside the Fort was then not considered safe, and to visit the native town might have been to fall into the hands of the Seedees, who were very desperate characters in those days. The present building was not used as a Custom House till the year 1802. The principal landing place for goods, however, was always at this part of the foreshore. In an old chart of Bombay harbour, dated 1778, the bunder wharf and gate are marked as standing close to the present Custom House, and Mr. Forbes, in his memoirs, says that, for want of means to buy either supper or candle he used to sit on the flat roof of "the Writers' Building close to the bunder," when he was himself (1770) a young writer, and read Shakspeare in the moonlight.

"The Hon. W. Ainslabie;" the next word is illegible, but it is followed by the figures 1714, and perhaps means that that part of the building was constructed in 1714. Mr. Ainslabie was Governor of Bombay from 1709 to 1714, and the arms cut on the stone are those of the East India Company. It is probable that this front wing of the building was built when Mr. Ainslabie was Governor, being added on to the old Portuguese structure. The building has nothing but its age to recommend it; there are so many stairs, long passages, and twists and turns in its internal construction, that it is very inconvenient and is ill-adapted to the purposes of a custom-house.

On the east side of Elphinstone Circle stands the Town Hall.

The Town Hall.

The proposal to build a town hall in Bombay was first made in 1811, when Sir James Mackintosh was President of the Literary Society, the object in view being to provide a suitable building for public meetings and entertainments, and also to make a home for the library and museum of the Literary Society, and for the reception of statues and public monuments of British art. Attempts were made to raise the money for building the Town Hall by means of lotteries, which were established under the sanction and patronage of the Governor of Bombay. But though in 1812 a prize fell to the lot of the new scheme, and a lakh of rupees was gained thereby, that mode of raising the needful funds was found insufficient. In 1814 Major Hawkins, of the Engineers, was appointed by Government to superintend the construction of the building; the present site was chosen, and an application was made to the Board of Directors of the East India Company for the grant of the ground, which was obtained in the year 1817. But a lease was not granted till 1821, for 50 years at a peppercorn rent, the building ultimately becoming the property of the Company. A stone placed in the wall under the portico at its south end shows that the building was designed by Colonel Thomas Cowper, was commenced in 1821, and completed in 1833. Colonel Cowper belonged to the Engineers, and the building was com-

menced with the funds in hand and with a Government grant in aid of Rs. 10,000. In June 1823 a further lottery was established, which produced Rs. 29,000; but the hope was then abandoned of being able to complete the building in that way, and it was accordingly made over to Government to be completed at Government expense, and to be appropriated as might be deemed fit. In 1826, the Honorable Court of Directors of the East India Company sanctioned the completion of the building on the plans and designs of Colonel Cowper, who had died in that year, except that the interior was to be finished in a plainer manner. In 1829 orders were issued that the rooms on the northern wing of the building should be fitted up for the library and museum of the Literary Society, and that space should be found for the public offices in the building, and an expenditure of about three lakhs of rupees was sanctioned. The Town Hall was not, however, finished till 1833, having taken twelve years in construction, and ultimately cost five lakhs of rupees, and even then the original plans were greatly curtailed. The building externally is 260 feet in length and 100 feet in width, and consists of a basement, and an upper storey. The basement now contains the offices of the Quarter Master General at the north end, Adjutant General's offices at the west end, and the office of the Bench of Justices of Bombay at the south end; and the upper storey contains the Library and Reading Room of the Bombay branch of the Royal Asiatic Society of Great Britain and Ireland, the name that was given to the Bombay Literary Society, which was established in 1804, after it became incorporated with the Asiatic Society. The Bombay Geographical Society has now been incorporated with the Asiatic. The library, which is very rich in good works of reference, is open to members admitted by ballot, on payment of an annual subscription of Rs. 75. The museum has been removed to the Victoria Museum, Byculla, in the Victoria Gardens. The large room in the centre of the building is used for public meetings, concerts, &c. It contains a very handsome organ,

The Asiatic Society's Library.

which was presented by Sir A. D. Sassoon to the Town of Bombay in the year 1872. The entire cost of this fine organ was about £3,000. The organ bears the following inscription :—

THIS ORGAN,
BUILT BY MESSRS. BISHOP AND STARR, LONDON,
WAS THE GIFT OF
THE HONORABLE SIR ALBERT DAVID SASSOON, KT., C.S.I.,
MEMBER OF THE LEGISLATIVE COUNCIL OF BOMBAY,
TO THE TOWN HALL, BOMBAY,
AS A MEMORIAL OF THE VISIT OF HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH,
MARCH 1870. ERECTED 1872.

One of the rooms at the south end of the Town Hall, called the Durbar Room, was, till the completion of the new Secretariat on the Esplanade, used for the meetings of the Bombay Legislative Council, and the Governor of Bombay held his levees there. At the north end of the large room is placed the statue, by Chantrey, of Mountstuart Elphinstone, who was Governor of Bombay from 1819 to 1827, and who, besides being the Commissioner appointed to settle the affairs of the Deccan after the defeat of Bajee Rao and the taking of Poona, established the existing system of education in Bombay and left a name the best known and honored in this Presidency. In the south vestibule stands the statue of Sir Charles Forbes, by Chantrey, placed there in 1841. In the north vestibule there are six statues which, taken in chronological order, are as follows :—

Mr. Stephen Babington, late Judge of the Sudder Dewanee Adawlut of Bombay 1822
Sir J. Malcolm, by Chantrey, Governor of Bombay 1827-1830
Mr. C. Norris, late Chief Secretary to Government..... 1842
John Lord Elphinstone, Governor of Bombay..... 1853-1860
Sir Jamsetjee Jejeebhoy, a wealthy merchant of Bombay and great public benefactor 1857
On the ground floor of the northern vestibule is the statue of the Hon. Jugonnath Sunkersett 1864
Sir Bartle Frere, Governor of Bombay..... 1862-1867

Outside the Town Hall, in the garden of the Elphinstone Circle, are the statues of the Marquis Cornwallis and the Marquis Wellesley, the latter, by Bacon, cost 5,000 guineas.

What has been said of the Custom House buildings may be repeated of the Town Hall. As a relic of the bygone days it certainly deserves preserving, but for the use it is meant for it serves no longer. A Town Hall of this dimensions did very well in the old days when the population was small, and the European element so scant, but nowadays, as everything has marched in pace with the times, the old Hall is found to be most unsuitable, and the demand for a new one up to the modern requirements becomes more and more pressing. The foundation-stone of a new Municipal Hall was laid by Lord Ripon in 1884, and the building now being erected on it is to have, what is wanted, a hall worthy of this city and adapted to the requirements of the day.

The Castle and Arsenal.

Hidden away as it is from every roadway and possessing nothing to indicate its whereabouts, there is little wonder that very few people in Bombay are aware that in their city exists the second largest arsenal in India—an arsenal in which are stored not merely the supplies for the troops in this garrison, but arms, ammunition, and multitudinous necessaries for every war-ship on the station and every garrison between this and Cyprus. If to the ordinary resident the arsenal were mentioned he would remark, "Oh, that place where the cannon balls are kept by the Town Hall," and he would receive with some degree of incredulity your assurance that the shot and shell he had noticed merely marked the entrance to a large storehouse and factory. Drive through the Town Hall compound in the direction of the Mint and a long avenue will be discovered leading somewhat circuitously to an ancient gateway, over which a British Infantry man keeps guard. And here the visitor will halt, unless provided with a pass from the Inspector-General of Ordnance, the Ordnance Officer in charge, the General Officer commanding, or, if the visitor be a foreigner, from the Secretariat. As is only in accordance with the fitness of things,

there is a little difficulty in obtaining permission to enter, but that difficulty is amply compensated for—so soon as the visitor, after passing the sentry, has delivered his "chit" to the sergeant in charge of the guard and crossed the threshold of the porch, for he has entered the precincts of Bombay Castle, that mystic place, whose name all Government documents most prominently bear, but in whose vicinity they have really never been. The place assumes a more military bearing at every step after leaving the Town Hall, and the visitor naturally expects now to confront a threatening storehouse of terrible warlike weapons. But the realisation of this anticipation is for the present deferred. A pre-eminently peaceful prospect lies before him—a vast compound with stately trees and some of the finest banyans in the presidency. One of these, it is estimated, is at least 300 years old, and so numerous are the tendrils dependent from it that had it not been for the judicious *mali's* pruning hook, the entire compound would have been overspread with cumbrous growth. But here and there, near its roots, and sheltered by its branches, lie guns of quaint construction and curious workmanship—guns which sorely troubled the British soldier in years gone by, but which now serve but to awaken vague speculations in the mind of his successor of to-day. There are three extraordinary pieces of ordnance lying together in one part of the grounds, captured in the last Burma campaign and presented to the Governor of Bombay. One was cast at Ostend in 1601, and all three, it was expected, would find their way to the front of the Secretariat. But the difficulty of procuring suitable carriages to fix them on may prevent them ever ornamenting that particular locality. There is another, bearing the inscription "Jan Verbruggen *me fecit* 1757," highly decorated and with a rampant lion engraved on the breach ; yet another, an 18-pr. brass gun, whose extreme length is twenty feet ten inches,and whose weight is ten tons, which was cast at Poona in 1771, and, as its inscription attests, was captured at Ahmednuggur by General Wellesley in 1803. Yet another gun bears the marks of hammering from breach to muzzle as though it had been manufactured after the fashion of Indian copper cooking utensils, and

not far from it is one of wonderful design and workmanship. It is nothing more nor less than a 12-pr. Armstrong gun of native construction. In what manner the designs were procured must for ever remain a mystery. But it is well-construted after one of the best of English models. It was manufactured at Cabul, and captured from the enemy at the battle of Kandahar. One grave fault it has —defective sighting. Afghans are not very particular in these matters, and the deadly nature of the gun was materially reduced when used against our men in active warfare. Many other similarly interesting weapons occupy suitable positions in the compound, each of which has a history full of interest, yet which of course can never be fully known. One is conducted over the houses in which the cloth and rope for ordnance purposes are stored, and then following the course by the left one comes to the almost interminable stores of shot and shell of every shape and of every size—all ready packed for transport or for service. Cases containing similar stores are carefully stacked outside the building, and an idea of the immense quantities here placed ready for transhipment may be formed when it is said that there are not less than 51,000 9-pr. shrapnel shells alone. All these are carefully boxed, so as to prevent their injury by exposure, and men are constantly employed in keeping them in readiness and in order. A little distance away are the stores for ropes and canvas, and from the exterior of this building the old ramparts of the Castle may be examined. Mounting a staircase close at hand one enters the saddlery shops, where so many men are employed, and so rapidly can the department put out its stores, that during the war scare of a few years ago not less than four thousand complete sets of transport harness were sent out at once. From the Armoury the visitor is conducted through bewildering stores of equipment for men and appointments for horses to the armoury in the old Council Hall. In armouries at home—in the Tower of London and the Rotunda at Woolwich—the stands of arms are disposed of in a highly decorative manner. But in Bombay, as in all other Indian armouries, climatic peculiarities are against this, and the stores are pre-eminently

practical. At the entrance relics of former days, trophies captured from the enemy and curiosities of warfare, are distributed in a pleasing manner—Burmese boatguns of French workmanship, quaint old fowling-pieces with prong-like legs to support them, and most noteworthy of all a specimen ordnance humorously labelled "the latest thing in pocket pistols,"—a brass toy cannon securely tied to a roughly cut pistol-shaped butt, which was taken by the police from a resident of a native town. Leaving these behind, one enters the workshops, where all the rifles and small arms are undergoing cleaning and testing. Huge boxes of rifles stand in endless rows in adjacent rooms—each bearing a distinctive mark as to its type and period of service, and each of these periodically passes through the workshop. Then one comes to the heavier ordnance—a complete siege train ready for immediate despatch, and endless guns and mortars all in order and ready for transport at the shortest notice. Here, too, are parks of field and garrison guns; the latest improvements in quick-firing guns—Hotchkiss, Gatling, Gardner and every other kind. Close to them are the joiners' and blacksmiths' shops, and opposite them, the equipment for merchant vessels, hundreds of tents for the accommodation of troops, and an endless variety of stores which would take columns to enumerate. The value of the Arsenal as a depôt for arms and warlike stores may be assessed when it is said that there is sufficient stock to turn out completely an army of ten thousand men ready to take the field; and the internal economy is so admirably organised that this task could be achieved at a moment's notice. As a hive of industry its importance may be recognised when it is stated that the permanent establishment includes a staff of forty-eight Europeans and upwards of five hundred and twenty natives, whilst the extra workmen occasionally employed range according to circumstances from three hundred and fifty to nine hundred. The circle of supply to troops extends from Deesa and Mount Abu in the North, to Raichore in the South; from Sumbulpore in the East, to Rajkote and Bhooj in the West; to all Royal Navy and Indian Marine vessels in the station; to Political Officers in all quarters, inculding the Persian Gulf. From this emporium, too, all tents and components are supplied for use in Cyprus, Egypt and Australia,

and the total number of troops dependant upon it is not less than 31,000; whilst arms and ammunition for a large force of police are also supplied from here. The harness and saddlery factory, assisted by its contractors, is capable of providing accoutrements for 45,000 men. The expenses of the permanent establishment amount to about Rs. 2,47,000, whilst Rs. 2,15,000 per annum cover the cost of the manufacture and provision of stores in peace time. Of interesting visits to the Arsenal an indirect record is kept—indirect inasmuch as it contains merely the names of personages who are weighed here. But to be weighed is the almost invariable rule. From this record one finds that it is very many years since a Governor of Bombay set foot in this extensive emporium, except Sir Richard Temple, who came here two or three times during the Malta Expedition in 1879, and until the appointment of H. R. H. the Duke of Connaught, no Commander-in-Chief, but Sir Donald Stewart, ever made a personal inspection.

The Mint.

Next to the Castle is the Mint, which is a fine building originally in the form of a hollow square, fronting nearly west. The length of the building before the alterations in 1864 was from north to south and from east to west 300 feet, with a quadrangle within 116 feet north and south, and 124 east and west, having a tank in front. The first stone was laid on 1st January 1825, and the whole of the machinery was in working order in December 1827. The architect was Major Hawkins, of the Engineers, who also completed the Town Hall after the death of the architect of that building, Colonel Thomas Cowper. Coining was not commenced till October 1830. The machinery was for many years worked by three steam-engines, of 40, 24, and 10 horse-power respectively, and could throw off 150,000 pieces of coin daily. In 1864 new buildings containing a duplicate set of machinery were finished, and a large additional melting room has been since added. The coining power of the Bombay Mint is now about double that of the Royal Mint in London, and on one occasion seven hundred thousand pieces were coined in twenty-four hours. The average yearly coinage is about thirty million rupee pieces, besides small silver and copper coins.

The Cathedral.

St. Thomas's Church, now the Cathedral, was opened for divine service on Christmas Day 1718—more than a century and a half ago. For many years prior to that date, a room situated in the Castle served as a chapel for the few English residents. So early, however, as the year 1665, the Court of Directors had suggested the erection of a suitable edifice, not only for the use of the English, but of con-

verts to the Christian faith from among the heathen. Sir George Oxenden, President of the local Council, eagerly took the hint, and mainly through his influence, Rs. 50,000 and upwards were collected for a church to contain a thousand people. The structure was commenced on the same site as the present church, but was abandoned when the walls were raised five yards. Hamilton alleges that Sir John Child, who succeeded to the Presidentship in 1680, appropriated the balance of the funds to his own use. The project was revived in 1714, by the Rev. Richard Cobbe, who was appointed chaplain at Bombay. His efforts were most cordially supported by the Governor, the Hon'ble W. Aislabie, and the small English community. Upwards of Rs. 40,000 were collected by Mr. Cobbe for the work, the East India Company subscribing 10,000 rupees. Accordingly, on the 18th November 1715, the first stone of the present church was laid on the site of the ruins of the former, by the Deputy Governor, Stephen Strutt, Esq. The church was three years building, and, as already stated, was opened on Christmas Day, 1718. Mr. Cobbe, in the interesting book published by him some fifty years later, gives a graphic account of the ceremonial observed on the occasion. The Governor also gave a splendid entertainment on the same day to "the whole town" in honor of the event. A royal salute was fired from the Fort, and answered by the shipping. And, as an illustration of the "manners of the age," it may be mentioned that, in order to keep the fabric in repair, a duty of one-half per cent. was levied on all goods imported into the island. In 1814, Bombay was made an archdeaconry of the see of Calcutta, the first archdeacon being the Rev. G. Barnes. The church built by Mr. Cobbe was, a century later, consecrated by Bishop Middleton, the first Bishop of Calcutta, on the 7th of June 1816, in honor of St. Thomas, "the apostle who first brought the gospel to India." In 1835, Bombay was raised to the dignity of a bishopric, under the rule of the Rt. Rev. Thomas Carr, who was installed on the 21st February 1838. St. Thomas's Church was, at the same time, "gazetted" as the Cathedral of the diocese. The old belfry was, in the last-mentioned year, displaced by the present tower, at an outlay of Rs. 16,000. The clock cost 500 guineas, which were raised by subscription. In 1865, other additions and alterations were commenced with the view of still further adapting the church to "the special ministry of the episcopal office" and the requirements of "choral worship, the characteristic use of an English Cathedral Church." The portions completed are the new chancel, and the organ chamber in which stands the magnificent instrument built by Bishop and Starr, expressly for the Cathedral, at a cost of Rs. 15,000. Amongst those whose remains are buried in the church are the Hon'ble Jonathan Duncan; Lady West,

wife of Sir Edward West, Chief Justice; Admiral Sir Frederick Maitland, to whom the first Napoleon surrendered his sword after his flight from Waterloo; Sir W. Syers, the first Recorder of Bombay; Sir Robert Oliver, the first Commander-in-Chief of the Indian Navy; Sir C. Harcourt Chambers, Sir James Dewar, and Sir David Pollock, Judges of the Supreme Court of Bombay; Admiral Inglefield and General Kinnersly. The monuments of greatest interest are those erected to the memory of the Hon'ble Jonathan Duncan, Governor of Bombay from 1795 to 1811; Captain Hardinge, R.N., a younger brother of Lord Hardinge, who fell in the victorious naval engagement off the coast of Ceylon between the St. Fironzo and the Piedmontaise, a French frigate; Stephen Babington, C.S., the reviser of the Judicial Code, whose statue, however, has been removed to the Town Hall; and Bishop Carr, whose effigy in marble, in full episcopal robes, reposes in the southern transept. The fountain in front of the Cathedral was the gift of Sir Cowasjee Jehangier, and cost Rs. 7,000.

THE RECLAMATIONS ON THE HARBOUR FORESHORE.

Proceeding beyond the Mint, you leave on the left the Town Barracks, the site for which was bought by the Government from Mr. Hornby's agents in 1803 for Rs. 20,000. No troops are lodged here now. On the harbour side of the Town Barracks two new roads have been opened up. One, the eastern boulevard, runs towards the Bazaar Gate, where it joins Bazaar Gate Street and Hornby Row, and is continued, past the European General Hospital and the terminus of the G. I. P. Railway at Boree Bunder, along the Esplanade Market Road to the native town. The second road, Frere Road, branches off from the eastern boulevard, and forms a splendid new thoroughfare intersecting the Mody Bay and Elphinstone Reclamations. This road has been completed as far as Mazagon, and is the nearest and pleasantest route from the Fort to the north-eastern suburbs of the city. We must now give an account of the two reclamations over which it passes.

The Old Town Barracks.

Mody Bay Reclamation, extending from Carnac Bridge to the Mint, was begun by the Government on its own account about twenty-five years ago, to obtain a good site for the Commissariat stores and offices, but was never used for that purpose. It has since been often

Mody Bay Reclamation.

strongly recommended as the best site for docks, and it might have been turned to good account in this way if the Government had not, for reasons unknown, chosen to buy the less eligible adjoining site for two millions sterling. It is pierced through the centre by the Frere Road, 80 feet wide, which divides it into two nearly equal portions; the one next the harbour is vested in the Port Trustees; that towards the west still belongs to the Imperial Government. The area reclaimed amounts to eighty-four acres and cost about thirty lakhs. No other roads have been made, but the drainage has been partially completed. There is no place along the whole foreshore more convenient for traffic than Mody Bay; but although large sums of money have been spent upon it, no serious attempt has been made to provide a proper landing place for passengers and goods. Yet even in its present rough state it is made much use of. Two large factories for making ice have been built here by the Bombay Ice Manufacturing Co., Limited, and Mr. F. E. Cutler.[1]

Elphinstone Estate.

The Elphinstone Estate fills up a long reach of foreshore between the native town and Mazagon, and is about one mile long and half a mile wide. Before it was begun the whole expanse of mud was exposed at the ebb of the tide, giving out unwholesome odours, which were very deleterious to the health of the boatmen whose boats lay in the mud, and also to those who lived within reach of these exhalations. In those days cholera was never absent amongst the sailors, while at the present time it is almost unknown.

The Elphinstone Company commenced operations in 1858 by reclaiming about twenty-two acres of sea ground and building godowns for merchandise, also a cotton press (which did not succeed and was therefore detached from the Company's direct fortunes). Afterwards the scheme was expanded, and in April 1862 the large scheme was taken in hand. It was completed, as at present, in 1871. During that time over seven million cubic yards of material were deposited, a Land

[1] The latter has been purchased by the Ice Manufacturing Co.

and Dock Estate was laid out, containing for the land estate over 100 acres of building plots, nine miles of roads, from forty to eighty feet wide, and ten miles of drains ; and for the dock estate about seventy-one acres of wharf, and sites for sheds and godowns, ten acres of metalled wharf, about six acres of sheds, over two miles of permanent wharf walling forming two basins, and one bunder at which there is six feet water at extreme low-water spring tides, and about one and a half mile of temporary walling. The permanent walls are all founded sufficiently deep to allow of a depth of five to six feet at low-water spring tides being dredged up to them.

The Docks.

The Prince's Dock, the foundation-stone of which was laid with masonic honours by H. R. H. the Prince of Wales on the 11th November 1875, and which was completed by the contractor, Mr. Glover, in 1879, and on the 10th of April in that year the last stone of the walls was laid, and the water admitted into the dock, with great ceremony, by Sir R. Temple, Governor of Bombay. This dock is really the first of any magnitude that has been constructed in Asia. The Prince's Dock is 1,460 ft. long by 1,000 ft. broad, with a water space of 30 acres and quay accommodation, for sixteen large vessels, although with tight packing, as many as twenty-four have been loaded and unloaded at one time, and has been constructed within the estimated cost of Rs. 67,43,397. It has two 60-feet entrances with about 13 feet on the sills at low water extreme spring tides. The channels of approach to it from the harbour have now been finished. Almost before the Prince's Dock had been used a year the necessity of having more wet dock accommodation became fully apparent, and a movement was begun for this end. A contract was entered into by the Port Trust with Messrs. Kirby and Sons on the 8th of January 1885 for the construction of the additional Dock, having a water area of twenty-five acres at a cost of nearly 44 lakhs of rupees, to be completed in October 1888. The site selected was immediately south of the Prince's Dock occupying the space originally taken up by the Musjid and Nicol Bunder basins. The works com

menced in the middle of January 1885, and were completed in February of 1889, when the water was let in by H. E. the Governor. The contractors were Messrs. Kirby and Sons, and with them was associated in the work Mr. John Fleming, who, it will be remembered, as stated in another portion of this book, is the person who started the work of reclamation and various other improvements in this port during the early part of its history. The extension, which has been named the Victoria Dock, was designed and carried out under Mr. G. Ormiston, M. Inst. C.E., Engineer to the Port Trust. Although smaller than the Prince's Dock, it is able to dock more vessels, having quay-side room for nineteen. The whole area operated upon by the Elphinstone Company was 386 acres, made up as follows :—

Land reclaimed.....	276	acres.
Basins ,, ...	65	,,
Old bunders absorbed	45	,,

Out of this the Government got free eighty-six acres of land, and also nearly a mile of permanent walling, forming two basins, thus leaving about six acres of water area as the value of the concession for the rest of the foreshore. This land was made over to the G. I. P. Railway for a goods station, and cost the Elphinstone Company about sixty-five lakhs.

There are several press companies on the land, and a large quantity of hay, chunam, and firewood is stored on the property. It is also the seat of the grain trade, and the traders have lately been provided with sheds over two acres in area for storing that commodity. The extensive godowns on the estate are usually full of seeds, &c., which are here garbled and put into bags for exportation. About one and half million tons of goods, imports and exports, were passed over the bunder last year. The Elphinstone Estate is approached by three bridges over the G. I. P. Railway, two 50 feet wide and one 60 feet; also by the Frere Road leading through Mody Bay estate 80 feet wide.

St. Nicolas Church for Seamen & the Seamen's Institute.

Opposite the Prince's Dock is the St. Nicolas Church. The mission seeks to minister to the moral and spiritual welfare of seamen chiefly by the distribution of small libraries of books and paper and the visits of a chaplain on board vessels

in the Harbour and the Docks. The Church is now completed for the use of sailors. Social and temperance work are actively carried on. The mission is mainly supported by voluntary subscription and by free gifts of books and papers and funds are needed for extending the work. In connection with it there is a Seamen's Institute in the same locality with a library and the usual papers which stock a reading room. Here, to attract Jack, when ashore, from drinking dens and his old haunts, free and easy concerts are held every Saturday night, and they are usually well attended. The happy idea of founding this institution has fully borne its fruit, and the Institute is doing a vast amount of good.

THE NATIVE TOWN.

The Native Town.

Between the Elphinstone Estate and Sheikh Abdool Rehmon Street, a street which is the prolongation of the Esplanade Market Road northwards to the junction of the Kalbadavee and Parel Roads at Pydhonee Tank, lies the busiest district of the native town. This is the site of the Dungeree town marked in old maps; and at the beginning of this century a great impetus was given to its growth by the removal of the old Mandvee Custom House to Musjid Bunder (1803). Land could then be occupied at a very low ground rent, and within ten years from the date of the change just noted, capital had been invested in land so largely as to cause "an increase of substantial buildings, extending very nearly to three miles from the Fort." The principal part of the wholesale and retail trade in articles of daily consumption among the natives—as grain, ghee, oil, sugarcane, spices, &c.—is conducted here; and, this being also a Mahommedan quarter of the town, the streets are full of shops kept by Boras and Mahomedans for the retail sale of furniture, clothing, cutlery, glass, crockery, &c. The narrow cross streets leading down to the Elphinstone wharves are often so crowded with traffic as to be almost impassable; and Sheikh Abdool Rehmon Street has had its difficulties of ordinary locomotion increased by the tramway, which is carried through it, though there is in some places barely

The Mahommedan Quarter.

room for two vehicles to pass each other. A good many Parsees have houses in this street, which was the scene of the riot of 1874, when a Mussulman mob wrecked the Parsee fire-temple and garden-house and several dwelling-houses. The Mahommedan quarter extends right along the Parel Road, and on both sides of it, as far as Byculla. Besides the pretty mosque in the Parel Road, already noticed, there is a principal mosque (the Jumma Musjid) in Sheikh Memon Street—the street leading down from the Arthur Crawford Markets to Mombadavee Tank. In this street are the Cloth Market and the shops of the dealers in piece-goods, and beyond the mosque, the population changes its character, being composed chiefly of Marwarees and Banians. The handsomer style of the houses shows the greater wealth of the inhabitants, and the triangular section of the native town enclosed between the Esplanade Cross Road, Kalbadavee Road, and Sheikh Memon Street, may be said to contain the greater part of the accumulated riches of Bombay. It is here that the Dewalee, the merchants' "feast of lanterns" at the opening of a new business year after the rainy season, is most brilliantly celebrated. The pillars and quaint overhanging verandahs of the lofty houses near the Mombadavee Tank deserve attention as fine specimens of the wood carving for which the Hindoos were famous. The older houses, however, are the best. Some of the latest efforts in this line—notably, in the house built originally for the branch of the old Bombay Bank, which lies on the right as you return from Mombadavee Tank down the Kalbadavee Road to the Esplanade—are anything but beautiful. Nor is there much to admire in the new temple on the opposite side of the way, whose staring white front is stuck all over with little black-and-red images of gods, men, and monkeys. There are several fine residences of Hindoo merchants in Kalbadavee road, standing in courtyards back from the street. Many large shops, in which the goods are displayed in the English fashion have been opened in this road of late years, and from the almost invariable use

The Cloth Market.

The Marwaree and Banian Bazaar.

Kalbadavee Road.

of English signboards, all of which have been put up during the last twenty-five or thirty years, it is evident that European trade has overflowed the limits of the Fort, and is gradually thrusting itself into the native town by this, the main thoroughfare, between the Esplanade and Byculla. At the corner of the Kalbadavee Road facing the Esplanade, stands the Robert Money Institution. This school, which occupies such a prominent site, was designed by the friends of the late Robert Cotton Money of the Civil Service, a warm advocate of the education of the natives on Christian principles, to perpetuate his memory. In conformity with his views, the institution was placed under the control of the Church Missionary Society. Its first superintendent was the Rev. G. Valentine, who arrived in the country in 1838. Soon afterwards, a coadjutor was sent out in the Rev. J. S. S. Robertson. In 1843, the latter returned temporarily to England, and in the following year Mr. Valentine died of cholera. The present buildings were inaugurated March 11th, 1858, at which date the institution was under the joint management of the Rev. Messrs. Robertson and Frost. The institution has five Farish scholarships of the value of Rs. 5 monthly, and two Townsend scholarships of the monthly value of Rs. 4, which are conferred on deserving native students.

European shops in Kalbadavee Road.

Robert Money Institution.

From the Money School, another great road, leading to Girgaum and Breach Candy, and, before the construction of the Queen's Road on the Back Bay foreshore, the only road to Malabar Hill, passes through the Parsee and Mahratta quarters of the native town. The Parsees live, for the most part, in immense houses in Dhobie Talao, which are like regular rabbit warrens, so many families living together in each house. It was in Dhobie Talao that a serious affray occurred during the riots of 1874. The Mussulman burying-ground lies between the Parsee houses and the Queen's Road; and as the

Dhobie Talao.

The Riot of February, 1874.

chief fire-temple is in the Girgaum Road, the Parsees took alarm at the approach of a numerous funeral procession from the eastern part of the town. Stones were thrown at the Mussulmans, who retaliated in kind, and there ensued much fighting with sticks and some blood-letting before order could be restored. There would, however, have been no disturbance at all if the Government had taken proper precautions to keep the peace. Unfortunately, Sir Philip Wodehouse left the people to protect themselves; forgetting that, if the people of India could protect themselves from violence and rapine, they would not want the English to rule them. This affray suggests a political reason in addition to the obvious sanitary reasons for removing the Mussulman burying-ground from the windward side of the densely populated native town to some remote spot. The Hindoo burning-ground, too, alongside it, is a nuisance to the native town and the Marine Lines, across which its fumes are blown by the wind, though, being concealed behind a high wall, it is not offensive in any way to passers by on the Queen's Road to windward of it. The English cemetery, to the north of the Mussulman cemetery, was closed some years ago; and no Christian burials now take place anywhere at the old cemetries except under exceptional circumstances but at Sewree, a distance of five miles from the Fort. It would, however, be a serious matter to compel the Mahommedans, who are obliged by their religion to walk barefoot, carrying the corpse, to a funeral, to take their dead miles away from the native town for burial; and a similar difficulty exists in the case of the Hindoos. It requires delicate as well as bold management to settle such difficulties; and the present state of things will probably not be altered for many a long day.

The Mussulman Burying-ground and Hindoo Burning-ground on Back Bay.

The English cemetery at Sonapore, just referred to, was first opened in the year 1763. Prior to that date the principal burial-ground of the island where, according to a defunct local magazine, were laid the earlier Governors, Deputy Governors, Councillors, and great ones of Bombay, was situated at Mendam's Point, near

Sonapore Cemetery, Queen's Road.

the old Apollo Gate—not far from the site of the new Sailors' Home. The older cemetery, which, although at one time containing large tombs and monuments, has since entirely disappeared, was considered by the military authorities to interfere with the defences of the island, and was, in the year 1763, closed, and the tombs and monuments which, it was feared, might afford cover to an advancing army, destroyed. Exactly one hundred years later in 1863, a bill was introduced into the Legislative Council of Bombay to empower the Government to close all burial-grounds within the precincts of the town, as prejudicial to the public health. Of these, the English cemetery at Sonapore was the principal. During the century that had elapsed since it was first opened, it was calculated that 19,333 bodies had been interred in it, and for want of room old graves were constantly being re-filled. It was not, however, till 1867, that Sonapore cemetery was closed, and that at Sewree, on the site of the old Botanical Gardens, opened—Bishop Harding's last official act as diocesan being to consecrate the latter on the 26th March of that year. After many years of neglect, Sonapore cemetery has been placed in a condition more creditable to our care for the departed, and our Christian belief of resurrection. The unsightly wall along the Queen's Road has been displaced by a handsome iron railing. For these works the community owe a debt of gratitude to the late Municipal Commissioner, Mr. Pedder, by whose department they were carried out.

The Mahratta Quarter.

The Mahratta quarter may be said to begin with the cocoanut plantations, about three-quarters of a mile from the Money School, and to extend through Girgaum and Chowpatty to the base of Malabar Hill, and on the eastern side of the Girgaum Road up to the Duncan Road, which runs from opposite the Mombadavee Tank to Byculla. Their houses are, as a rule, small and unpretentious. The general appearance of the Girgaum Road, however, is, like that of the Kalbadavie Road, undergoing a change. Many new shops

are opened every year, and several large coach-building establishments carry on a thriving business in this road.

The Cocoanut Tree Plantations. Toddy.

The plantations of cocoanut-trees are very valuable, not so much on account of the fruit, but for the fermented juice called toddy, which forms an intoxicating liquor in great demand amongst the natives. A judge of the High Court at Bombay has decided that toddy is not a spirit, and therefore not liable to taxation, as it is not distilled, but fermented. The Bhundarees, or toddy-drawers, live in little huts scattered about the plantations. They climb the tall trees with the aid of notches cut in the bark, and, on reaching the tufted crown of foliage, tie up "the embryo bud, from which the blossoms and nuts would spring, to prevent its expansion, and then, making a small incision at the end, let the juice ooze out in gentle drops" into large leathern jars called '*chatties*' which are fastened over the incision and left to hang all night on the tree. When fresh, the liquor is pleasant to taste (Forbes calls it "the palm-wine of the poets") but as a fermented liquor it has no recommendation beyond that of being very strong.

To complete the survey of this part of the native town, the visitor should leave the Girgaum Road at the Catholic chapel, opposite the Churney Road, and proceed, by way of Girgaum Back Road, and Cowasjee Patell Tank Road, through Bhooleshwur, to Mombadavee Tank, the central point of the whole native town. He will pass on the road, first, the Free General Assembly's Institution. This institution was removed to the present buildings at Khetwaddy in April 1855. It grew out of an English school for native youths, established by the Rev. Dr. Wilson in 1832, and was originally dependent on local contributions. It was afterwards in 1835 recognized by the Church of Scotland, and since 1843, it has been maintained by the Free Church of Scotland. It has a college division affiliated since 1861 to the local university, and is endowed with several scholarships. A new building is being erected for this institution.

Free General Assembly's Institution.

The Wilson Memorial College.

Among the buildings which have lately been raised at the Sea Face at Chowpatty, the Wilson Memorial College will take rank as as the finest and the most picturesque. The building, while commemorating the name of a missionary who was held in great respect by Englishmen and natives alike, will afford a tangible proof of the progress which the work of the Scotch Mission has made in this city since the arrival in India of their emissary in the year 1829. It was fifty-seven years ago when Dr. Wilson started a school in a humble edifice in the Fort and made a humble commencement of his work, which has gradually undergone a marvellous expansion. He came out originally in connection with the Scottish Missionary Society, which was transferred a few years afterwards to the Church of Scotland. Dr. Wilson and all his colleagues cast in their lot with the Free Church, and in doing so they, in common with the rest of the secessionists, had to bear their share of self-sacrifice. The old and somewhat imposing-looking building in Kalbadevi, known as the General Assembly's Institute, had, when the disruption took place, been just completed through the exertions of Dr. Wilson. But in consequence of the divorce of the Protestants from the Established Church, it was declared by law to be a property belonging to the Church. The missionary was thus left for several years more without a house of his own, though he carried on with unabated vigour his preaching and teaching among the natives, who were then just beginning to receive English education. The Institute became in course of time more an educational than a proselytyzing agency. In the early days of his career, Dr. Wilson devoted much of his zeal and energy to making converts to Christianity. But when he found from experience what huge conservative forces he had to contend against, he made the Institute an educational institution, believing, one might suppose, that rescuing natives from their gross superstitions and acquainting them with English literature, which is permeated with Christian ethics, was half the battle won. Religious knowledge continued then, as

now, to be imparted for an hour or so every day. But the principal portion of the time was given to secular education. Although he was much respected and beloved by all classes of the community, people were chary of sending their children to the mission school, lest they should be weaned, somehow, from the faith of their fathers. The building at Khetwady up to Dr. Wilson's death in 1875 and for some time after give ample accommodation and to spare for the limited number of pupils who attended the Institute, both in its school and college departments. The income from fees, which were very low, was exceedingly small, and so also was the Government grant. But in ten years the number of pupils increased six-fold, and the amount of fees also rose in the same proportion. Besides Parsis and Hindoos, there is a goodly proportion of Mahomedans. In the year 1881 the proposal to erect a new building for the College as a memorial of Dr. Wilson was first mooted ; and when Dr. Mackichan, the Principal of the Institute, went home in the following year, he was entrusted with the work of raising contributions for the purpose. He collected over Rs. 70,000 in Scotland, and the amount was supplemented by a Government grant and contributions. The spot where the college is built has the advantage of being quiet and airy, and at the same time not situated at an inconvenient distance from the town. The style of the building is what is known as domestic Gothic. Viewed from the outside, it looks a very effective building with its facings of blue basalt, its Coorla arches with bans of blue and Porebunder stone, its ornamental turrets, its terrace over the porch, and its little balconies projecting from the walls of the second floor. As we enter the carriage porch, to the right are an office and three class-rooms ; and a corridor, ten feet in width, leads to a large examination and lecture hall at the south end. To the left again there are two class-rooms, and a third room devoted to a chemical laboratory. Facing the porch is the grand staircase, and for students there is a separate entrance and staircase in the west gable. On the upper floor are the professors' tiffin, common, and reading rooms, and also a separate room for the principal as well

as two large class-rooms. On a level with this floor is a wide gallery running round the hall, which will be used for the library. The hall is ventilated by large doors and windows as well as by a turret. In the central gable above the upper floor is a second floor for the quarters of the superintendent of the resident-students. The quarters consist of a living-room, a bed-room, and a dressing and bath rooms. The object being to provide the greatest accommodation for the money, there is no lavish expenditure on ornamentation. However, it cannot be said that beauty is so far sacrificed to utility as to produce a building of austere simplicity. Taken as a whole, there is much to attract the eye, and sufficient attention has been paid to such details as may serve to produce a striking effect. The eaves and barge boards are prettily carved, and all the gables are of open timber filled in with rough plaster. The gables over the central feature and the hall are surmounted with ventilating turrets. An inscription in the wall outside the building shows that the foundation-stone was laid by Sir James Fergusson in March 1885. The work was commenced shortly afterwards, but it took a long time to be completed because great difficulty was experienced in levelling the ground and strengthening the foundations.

Some distance further on is the Roman Catholic cathedral of Nostra Senora de Esperanza, built here after the old cathedral (the site of whichis still marked by a cross on the Esplanade near the Marine Lines, to which the Portuguese come to pray on all great festivals of the church) was pulled down on the enlargement of the Esplanade in 1805.

Pinjrapole.

Near the cathedral is the Banian hospital for stray sickly or diseased animals, called the Pinjrapole. Till lately it might have been said that nobody who had not a strong stomach should go into this horrible place. The animals were fed well enough, but no care was taken to keep them clean or restore them to health. Those that were well, on going in, scon became afflicted with one disease or another, so that it would have been a mercy if the Society for the

Prevention of Cruelty to Animals could have interfered and had the whole collection shot, instead of leaving the wretched animals to linger in hopeless misery. Some attempts have lately been made, however, to regulate the place a little better, and a veterinary surgeon has been engaged to look after the sick animals.

Temples.

The whole of the native town, from the top of the Copper Bazaar, which fronts the Mombadavee Tank to Girgaum, abounds with Jain and Hindoo temples; and, to judge by appearances, the Hindoo religion was never more popular than it is now. A remarkably handsome new temple has just been built at great expense near the Cowasjee Patell Tank by the leading men of that sect of Vishnavas, the Epicurean Bhattia Maharajas, whom the late Sir Bartle Frere some years ago took special pains to denounce in *Macmillan's Magazine*. It is very difficult to get admission into any of the temples or mosques in Bombay, though in the interior of India free access to all but the holiest shrines is never denied to Europeans.

THE NORTHERN SUBURBS OF BOMBAY.

Byculla.

Grant Road is the northern limit of the native town proper; beyond this road, in Tardeo, Byculla, Mazagon, and Parel, the European element of the population is again prominent. To reach Byculla where there was a large hotel, and the Byculla Club and the Byculla Railway Station, which used to be the principal passenger station of the G. I. P. railway, the visitor should take the route of the Esplanade Road, Kalbadavee, and the Parel Road, though he may also drive along the Queen's Road or the Girgaum Road, and then cross the Flats by the new road opened out from the foot of the Gowalla Tank Road. On the Parel Road, he will pass, besides the buildings already described, the Grant Medical College at the corner of the Baboola Tank Road.

Grant Medical College.

Grant College was established in the year 1845, as a tribute to the memory of the late Sir Robert Grant, Governor of Bombay. Its object is "to impart, through a scientific system, the

benefit of medical instruction to the natives of Western India." A moiety of the cost of the building was defrayed by the friends of Sir R. Grant, and the remainder by Government. The funds for the support of the college are contributed by Government. Clinical and practical instruction is imparted in the Jamsetjee Jejeebhoy Hospital, which contains 350 beds, and has attached an Obstetric Institution, an Eye Infirmary, and an Asylum for Incurables. A list of the endowments, aggregating Rs. 1,16,800, is published in the Bombay University Calendar. The college was affiliated to the University in 1860, and is very well attended. A new class for female students, an outcome of the movement to supply medical aid to women, through female doctors, has been formed in connection with the College.

Christ Church, Byculla.

The history of the Byculla church is interwoven with that of the Education Society's Schools, in close proximity to which it has been erected. Until the year 1825, a "Charity School" for Protestant children, which was started under the auspices of the Rev. R. Cobbe in 1718-19, existed in the Fort, in connection with St. Thomas's Church. In 1825, the school was by order of Government removed to the present buildings at Byculla, which were constructed at a cost of Rs. 1,71,238. In 1831, measures were commenced to build a church in the locality, and Government made a grant of Rs. 10,000 (and Rs. 10,000 were subscribed by the Education Society) towards the erection, on the understanding that the children of the schools were, in return, to be provided with sittings free of charge. The church was designed and built by a Portuguese architect named Augusto. The foundation stone was laid by Lord Clare, the then Governor of this Presidency, who further evinced his interest in the work by making a grant of the iron pillars in the interior, which had been originally intended for the Town Hall. The church, which has sittings for 500 persons, was consecrated in 1835 by the Rt. Rev. Daniel Wilson, Bishop of Calcutta. In 1870, the stained-glass window at the east end was added in memory of the late

Mr. Spencer Compton. Memorial brasses, containing the Creed, the Lord's Prayer and the Ten Commandments, have also been placed in the chancel by a member of the congregation as a tribute to his deceased wife.

Education Society's Schools, Byculla.

We have given the origin of these schools in our account of the church. They are supported by voluntary contributions, a fixed annual grant of Rs. 5,280 from Government, fees, and the profits on a printing press which has been worked by the Society with great success since 1848. The children (of both sexes) belong to two different classes : one, orphans who are entirely supported by the funds of the Society ; and the other, orphans of military men, the cost of whose support is defrayed by Government. The endowments connected with the schools amount in the aggregate to Rs. 65,000, the interest of which is applied to the maintenance of pupil-teachers and children. This sum is the balance of a legacy left by Mrs. Eleanor Boyd, who bequeathed, by will, the bulk of her property to be applied in the education and maintenance of an equal number of boys and girls, being Protestant orphans born of British parents within the town and county of Bombay, or the country subordinate to the Bombay Presidency. The fund remained at interest with Government, who felt some difficulty in paying over the money to the Society. Accordingly, in 1823, a friendly suit was agreed upon ; but in 1824 Government saw their way to paying over Rs. 46,000 to the new buildings. In 1845 the suit was decided, and in 1846 a trust-deed, prepared under the court, vested Rs. 34,000 in trustees to carry out the above purposes.

Parel.

Continuing on his way over the Byculla Railway Bridge, a new structure built jointly at the expense of the Municipality and the G. I. P. Railway Company, whose line of rail it covers, the visitor passing the Victoria Gardens, reaches Parel, once the favourite site for the country houses of European merchants. These houses are large, substantially built, and cool, and are in all respects better suited

to the climate than the new style of bungalows on Malabar Hill. The freehold of the village of Parel was granted to the Wadia family seventy years ago, in recognition of their services as ship-builders during the French war; and the head of the Wadia family still has his residence at Lowjee Castle on the road leading from the main road up to Government House.

Government House, Parel.

At the date of Fryer's visit to Bombay, two hundred years ago, a church and convent belonging to the Jesuits stood on the site of the present Government House at Parel. The principal establishment of the Society was at Bandora, at the other side of the Mahim Strait, where the present slaughter-houses have been erected Fryer describes the college that stood there as "not inferior as to the building nor much unlike those of our universities." It was, moreover, defended like a fortress, with seven cannon, besides small arms. The superior possessed such extensive influence that his mandates were respectfully attended to in the surrounding country. When Bombay was ceded to the English, the Bandora College claimed much land and various rights in the island. On the claim being disallowed, the Jesuits threatened a resort to arms, and went so far as to assist the adventurer Cooke in his impudent attempt to raise a force for the capture of Bombay. Their crowning act of hostility, however, was the support they gave the Seedee in his successful invasion of the island in 1689-90. They were suspected of first suggesting to him the practicability of invading Bombay, and they certainly had supplied his forces with provisions. As a punishment, when the war was over, all their property on the island including the monastery and lands at Parel, was confiscated It would appear that it was not till 1720 that the church at Parel was alienated from its original use. In that year, the Jesuits and their sympathizers were expelled from the island, and the spiritual oversight of the Roman Catholic congregations was transferred by the English Governor to the Carmelites (*Bo. Quar. Review* iii., pp. 61, 62). Bishop Heber states that the building afterwards fell into the hands of a Parsee, from whom it was purchased by Govern-

ment about the year 1765. Only the lower storey of the present Government House formed the desecrated church; the upper storey has been added since the building became Government property. The outside of Parel House is plain, if not ugly; but the interior, so far as the state rooms are concerned, is handsome enough, the dining-room on the ground-floor, and the drawing-room above, being eighty feet long, and broad in proportion. Sir Seymour Fitzgerald and Sir Philip Wodehouse have had the house re-furnished in good style, but the succeeding Governor of Bombay, Sir Richard Temple, refused to live at Parel because the house was so much out of the way, and he transferred his head-quarters to Malabar Point. Sir James Fergusson, who followed Sir Richard, however, again took to Parel, and it was owing to his support that a church in the neighbourhood has been built. It is attended by the employés of the G. I. P. Railway Company, who are located in the Company's blocks of buildings situated in convenient proximity to the Company's large works here. Sir James has presented a beautiful organ to the church in commemoration of the late Lady Fergusson, who died of cholera, in 1883, at Parel. The garden at the back of Government House is spacious and well looked after, and has a fine terrace shaded by noble trees. There used to be a willow at Parel, grown from a slip cut from the tree on Napoleon's grave at St. Helena, but no one seems to know if the willow is alive or dead now. Mr. W. Hornby (1776) was the first Governor who took up his residence at Parel. The original building was enlarged and embellished by the Hon. Mountstuart Elphinstone (1819-27). In 1737, the Jesuits' college at Bandora, before referred to, was destroyed by the Portuguese to prevent its falling into the hands of the Mahrattas, who in that year invaded Salsette.

Sewree Cemetery.

Sewree Cemetery occupies a space of ground about half a mile in extent near the harbour shore beyond Government House, Parel, and is reached by the Chinchpoogly road, which turns off the main Parel road just beyond the Victoria Gardens and by Golanja Hill, a road to the eastward of Parel Tank. The cemetery is beautifully situated, and but

for the distance which it is from the Fort, would probably be much visited by strangers passing through Bombay. The cemetery is managed by a board known as the Bombay Christian Burial Board the members of which are nominated by Government, and represent the communities of the Church of England, Church of Scotland, Free Church of Scotland, and the Church of Rome, respectively. The Municipal Commissioner for the time being is *ex-officio* Chairman. The following are the names of the members :—E. C. K. Ollivant, C.S., C.I.E., Municipal Commissioner, Chairman, *ex-officio ;* the Rev. A. G. Lewis, the Rev. T. H. Greig, the Rev. Doctor Dalhoff, Archbishop of Bombay, the Chaplain of Byculla, the Chaplain of Colaba, Messrs. F. A. Spencer, G. Manson, J. F. Vaz, Captain Crowder, and Honorary Secretary, H. W. Barrow. The rules for the management of the cemetery and conduct of funerals have been amended and received the sanction of the local Government on 25th November 1886. They provide, *inter alia*, that a certificate of the cause of death is to be obtained by the friends of the deceased and given to the undertaker, or other person conducting the funeral, who signs and delivers the certificate to the cemetery clerk for the person officiating at the funeral as an authority for the burial. In the case of a person dying friendless and not in hospital, the undertaker has to obtain the certificate from the medical attendant. Licensed undertakers are to attend personally at all funerals conducted by them, except in cases where they are represented by agents who have previously been authorized by the board to act as such agents. The fee for each interment is Rs. 5, subject to reduction or remission by the board in special cases. A fee of one rupee eight annas for every square foot of ground occupied is charged for the construction of any grave or tomb. When a grave has no masonry to it, but the ground over it is enclosed within a border or coping or otherwise, a fee of one rupee eight annas per square foot is charged for such ground. For a simple headstone, a uniform fee of Rs. 15 only is charged. When the fee reckoned at rupee one and annas eight per square foot would fall below Rs. 15, then a minimum fee of Rs. 15 is charged. Payment of the said fee of one rupee eight annas per square foot entitles the person paying to erect a mo-

nument to the memory of the person buried below, without further payment, but within the limits of rule 5, and provided that not more ground is occupied by such monument than has been paid for. For a masonry grave or vault, intended for the burial of more than one corpse, a fee of rupees two and annas eight per square foot is charged. All applications for the erection of headstones, slabs, tombs, and monuments, and alterations of the same, and for the occupation of masonry graves and vaults, have to be made in duplicate, to the chairman of the board, and showing the proposed design of the headstone or monument, and the inscription proposed to be placed thereon or alteration to be made therein. These applications are forwarded by the chairman to the chaplain in charge of that portion of the cemetery in which the grave is situated, whose sanction thereto must be obtained before the monument is prepared. In the Roman Catholic portion of the cemetery, no fee for interment is charged by the board, the Roman Catholic community paying a commuted sum towards the general expenses of the cemetery, and making its own arrangements in regard to charges for graves and for monuments and headstones, &c. No fee is charged for the interment of the bodies of British soldiers and warrant and non-commissioned officers, seamen and petty officers of the Royal Navy and Indian Marine, and pensioners of those grades ; nor for headstones erected over the graves of such soldiers, &c., as above by their widows, or erected by soldiers, &c., as above, over the graves of their wives, children, or comrades. No fee is charged for the interments of paupers, and the Burial Board may, at their discretion, reduce or altogether remit, in cases of extreme poverty, the fee for a headstone or cross. No headstone for which a permit fee is not charged must exceed six feet superficial. When a monument other than one for which maintenance charges have been deposited needs repairing or falls into a ruinous condition, the friends of the person to whom such monument relates are, if possible, to be communicated with by the board, with a view to such monument being repaired ; but in the event of the board not succeeding in their endeavour to get such tomb restored or repaired, the monument may, at the discretion

of the chairman, be removed, and any slab it contains may be removed to such place within the cemetery provided for in such manner as the board, through the Chairman, may direct. All undertakers for this cemetery are licensed by the board, and under the terms of their license bind themselves to comply strictly with all bye-laws or regulations sanctioned by Government from time to time; and any undertaker violating the terms of such rules and regulations, or misconducting himself in the performance of his duties as a public undertaker, either within the cemetery, or in his dealings with any person by whom he may be so employed, is held liable to have his license suspended, revoked, or cancelled, or to forfeiture of any sum that may be fixed on by the board, not exceeding Rs. 25 in any one particular case. No hearse, coach, or other vehicle, or horse, or other quadruped, is allowed within the gates. Persons desirous of paying towards the employment of extra mallies, or towards providing flowers, shrubs, &c., either for the graveyard generally or for the graves of deceased friends, are requested to hand their contributions to the chaplain in charge of the portion of the graveyard in which such graves are located, or to the cemetery clerk, receiving from the clerk a printed form of receipt. The funds so contributed are not paid to the board, but entered in register books, and expended on account of the special purpose for which they are contributed. Separate books are kept for the Church of England and for the Presbyterian portions.

There is a cemetery at Matoonga for interments of the Goanese. Notices of funerals are given by the undertaker to the officiating clergyman of the religious denomination to which the deceased belonged. The following cemeteries have been disused for many years past:— Colaba, Sonapore, the Presbyterian burying ground, and the old English burying ground at Matoonga.

Mahim and Bandora.

By following the main Parel road the visitor can get a pleasant drive through the woods to the suburb of Mahim, thickly inhabited by Portuguese. Mahim, with Bandora, on the point over against it, is the chief fishing station for Bombay.

Mazagon.

To reach Mazagon, it is necessary to turn off the Parel Road at the Jamsetjee Hospital. Except that the P. and O. Company have their docks and workshops at Mazagon, and despatch a small steamer from the pier with passengers on mail days during the monsoons, there is little to be said about Mazagon. There is a large Portuguese population, with a considerable sprinkling of Europeans. The Pedder Markets

are described at page 252. There are three churches here, one Protestant and the other two Catholic, and a Catholic school.

St. Peter's Church, Mazagon.

St. Peter's, Mazagon, the Protestant Church, was opened for divine service in 1859. It was built chiefly from funds bequeathed by an aged European resident of the district named Shepherd, about whose life those who knew him best observed an air of mystery. The outside world only heard of his existence. On his death, the public learnt that he had left funds for the erection of a church at Mazagon, and of a refuge for widows, orphans and blind persons. The latter, known as "Shepherd's Alms-house," has been built at Byculla, in convenient proximity to the Byculla church. Originally, St. Peter's, Mazagon, could seat only 110; but, on the appointment of the Rev. E. H. Cooper, the demand for accommodation had risen in such a remarkable manner, that he at once set about collecting funds for its enlargement. On his departure for England, where he died soon after his arrival, the Rev. W. H. Harpur was appointed his successor—and during his incumbency the work, begun so zealously by Mr. Cooper, was completed. The church can now accommodate 250 people. Mr. Harpur was able also to build a parsonage, recently demolished, on a site granted for that purpose by Government. Through Mr. Cooper's influence, a memorial window, representing the principal scenes in the life of the apostle Peter, has been put up at the east end, to commemorate those who perished in the wreck of the P. and O. Company's steamer *Carnatic*. In connection with the church, of which a Cowley Father is the incumbent, there are two large schools, for boys and girls, maintained by Society of St. John the Evangelist. This Mission is possessed of a good deal of property here, upon which they have built the schools referred to. The All Saints' Sisters of the Mission do good work also in the different hospitals as nurses.

St. Mary's Institution.

Towards the last quarter of the year 1863 house-rent began to rise seriously in Bombay, and it was evident it would be impossible to continue paying rent for the Catholic orphanage at Byculla. The children were therefore to be removed as soon as possible to Parel, and on Sunday, October 15th, Bishop Steins issued a circular to his clergy, calling on them to collect subscriptions for an orphanage building, at the same time making it known that H. E. the Governor, Sir Bartle Frere, had promised to give a Government aid equal to the sum actually collected by the 1st January 1864. The result was the grant of Rs. 92,000, and with this sum, first, the debt incurred in building the girls' orphanage at Poona was cleared, and then the two

buildings were raised that now form the St. Mary's College. On the 11th June 1864 the school moved from Parel into the smaller building where the institution was carried on till the fine large building was completed at the end of 1867. The St. Mary's Institution used to teach up to the highest standard, the further studies being carried on at St. Xavier's; but now, being recognised by the local University as a college, it sends up pupils for Matriculation and the higher examinations. There are two classes of boarders separate from each other in all except schooling and recreation. The first-class boarders pay Rs. 96 quarterly, in advance, with no extras for books, stationery and medical attendance; Rs. 5 entrance money is to be paid towards the Boarders' Library Fund. The second-class boarders pay Rs. 60 per quarter, in advance, with no extras for books, stationery, medical attendance and clothing; Rs. 3 entrance money being paid towards the Boarders' Library Fund. In each class of boarders when there are three brothers, one only pays the full amount; the others are entitled to a reduction of Rs. 9 per quarter in the first class and of Rs. 6 per quarter in the second. At present there are about 250 boarders and as many day-scholars at St. Mary's, and the teaching staff numbers nineteen in all, 14 of the Society and five others.

The Flats.

We would recommend any one who wishes to find out the bad as well as the good points of Bombay to turn off the Parel Road at the Elphinstone College, and drive across the Flats by the Clerk Road to Mahaluxmee. The whole of the ground he will traverse was not many years ago a dismal swamp for the greater part of the year; and much of it is still so owing to the collection of the rain water which settles there. But a new race-course has been made here now by the stewards of the Bombay Races, and the Secretary, who is a well-known Doctor, has done his best to drain off the water. It is only during the rains and a month or so after the close of the monsoon that the Flats now present, in some places, something of the dismal swamp it was before. The Municipality have taken the matter in hand, and were it is difficult to drain the low-lying land, are filling it in and raising it to the higher level of the roads. These works have already vastly benefited the locality, as the price of the land, which before could be got for a mere song, has risen to Rs. 5, and more a square yard. Building is, however, constantly going on; and already there are numerous cotton mills, with their surroundings of labourers' houses, stretching across the Flats from Tardeo all the way to Parel. Before the end of this century there will be as many tall chimneys in this region as in any equal space of ground in Lancashire.

Having thus completed our rounds through all parts of the city except Malabar Hill, we will, before mounting the hill, say a word or two about some institutions which we have hitherto overlooked:—

Free Church, Esplanade.

The Free Kirk was opened for divine service on Saturday, 29th October 1848. Its first pastor was the Rev. A. G. Fraser, some time ago Railway Magistrate at Poona, now a pensioner. It was designed by Major Alexander Cumine Peat, C.B., of the Bombay Engineers. As one instance of the liberality of the subscribers to the building fund, it may be mentioned that the contribution of Mr. David McCulloch, a merchant of this city, alone amounted to Rs. 30,000. It is a neat structure built of Porebunder stone, and an pleasant contrast to the squalid tenements in its immediate neighbourhood.

Indo-British Institution.

The Indo-British Institution, which was established in 1838, by the late Rev. Geo. Candy, has for its object to provide education and a home for the children of the destitute Indo-British or Eurasian population, and others, who have no claim on the Military Asylum at Byculla. It is in the main a charitable institution. The institution consist of two schools, one for boys, the other for girls. The children are nearly all Indo-British and European. The school premises, which were formerly located at Sonapore, cost Rs. 40,000, of which a moiety was contributed by the Gospel Propagation and Christian Knowledge Societies, and the remainder obtained from the public, but it was situated in a most unsuitable locality, and was transferred to the new building at Boree Bunder. A small endowment yields Rs. 80 monthly, a sum just equal to the support of five children. The trustees of the Rev. Charles Green's Memorial Fund maintain an orphan in the institution under the trust deed. A new and handsome building erected on the site which abuts on the market road opposite the Boree Bunder Station, and adjoins the School of Art compounds on its south side, has been built for this Institution. It has a frontage of 220 feet and is 410 feet deep, and is on a site, the free gift of Government, whose superficial is about 10,000 square yards. The design, by Khan Bahadoor Muncherjee C. Murzban, shows a real and pretty edifice in what is known as the Domestic Gothic style. The building, which forms three sides and a rectangle, is two storey high, but so adapted that a third may be added. It is divided into two sections, the southern being occupied by the boys, and the northern section is set apart

for the girls. The dormitory on the first floor accommodates 134 beds. The dressings and the structure are in Porebunder stone, and the walls are built of rubble stone and line masonry faced with circular 'random' stone. The foundation-stone was laid with much pomp by Lord Dufferin, then Viceroy elect, on December 10th, 1884. It was his first public appearance in India. The new building was occupied in January 1887, the Institution having entered on its Jubilee. The cost of the building was Rs. 1,08,000.

The Church of the Holy Trinity.

The new Church of the Holy Trinity, standing alongside the Indo-British Institution, and the foundation-stone of which was laid by the Bishop of Bombay on the afternoon of Friday, the 25th February, 1887, is now approaching completion, and ere long will be opened. At first it was to be built in what was known as the Basilican style of architecture; but at the last moment the plans were set aside on the advice of the superintending engineer and fresh plans were accordingly prepared, which are more in keeping with the style of the school building. The structure is Gothic in design, is built of blue basalt, and Porebunder stone points, the whole being roofed with Marseilles tiles. At present worship is conducted in the boys' school. That portion which will ultimately be the dining hall is now fitted up as a chapel, with altar, pulpit, reading desk, litany stool, and everything complete. The old church which was situated in the Dhobie Talao district, down New Sonapore Lane, was the gift to this city of a late acting Governor, the Hon'ble James Farish, who contributed the entire cost, Rs. 13,000. It was opened for divine service in 1840, and dedicated in 1842, by the Rt. Rev. Daniel Wilson. The first minister was the late Rev. George Candy, who was ordained by Bishop Carr, on Trinity Sunday 1838, as a missionary to "the Indo-British and other neglected portions of our fellow-Christians" in the presidency. Mr. Candy was at first supported by the Society for the Propagation of the Gospel in Foreign Parts, who, however, in 1850, withdrew their aid to his special mission. In 1860 they so far resumed their connection with the Sonapore mission as to become responsible for a portion of the minister's salary. The church was originally a chapel-of-ease to the cathedral; but it has in recent years been made independent of the latter, baptisms and marriages now being solemnized in the church, and the minister being made a surrogate.

General Assembly's Institution.

This handsome building at Kalbadevie begun under the auspices of Dr. Wilson, and completed in 1843, was, with its library, apparatus, and school furniture, claimed at the religious disruption in Scotland by the Established Kirk. It ranks as a high school.

Girgaum Mission Church.

This church was opened for public worship on 10th January 1869. It was designed by Mr. W. Emerson, a well-known local architect. Although intended to be ultimately handed over to the native Christian body in connection with the Church Missionary Society, yet in consideration of the English services held in it, Government contributed half the cost. In conformity with a rule of the C. M. Society it has not been consecrated.

St. Paul's Church, Kamateepoora

The Mission Church at Kamateepoora was built at the instance of the local committee, S. P. G., on a site selected and obtained for it from Government, mainly through the exertions of a former missionary of the Society, the Rev. Chas. Kirk, subsequently a chaplain on the Bombay establishment. It cost Rs. 30,000, of which Government contributed a moiety, the remainder being raised by public subscriptions. It was first used for divine service on Sunday, October 22nd, 1871, and was consecrated by Bishop Douglas on the Feast of St. Paul, January 25th, 1872. Since then services in English, Marathi, and Tamil have been held in it by the different missionaries of the Society. It was designed by Mr. Emerson, but, for want of funds, the belfry was omitted: it has recently been erected at a cost of Rs. 1,300.

Baptist Church, Byculla.

The corner-stone of the Baptist Church at Byculla was laid in February 1872. It was opened for divine service in 1874, under the pastoral care of the Rev. H. Bell.

Scottish Orphanage, Mahim.

This useful and popular institution has for its object the maintenance and education of Scottish orphans, although not to the exclusion of others. It admits both boarders and day-scholars. The orphanage is under Government inspection, and having attained a high reputation as a middle-class school, has lately been raised to the status of a high school. Funds have been partly collected for a more suitable building which, it is hoped, may soon be commenced. The orphanage has existed under its present constitution since 1859.

THE KENNEDY SEA FACE, WALKESHWUR, AND MALABAR HILL.

We will now ask the visitor, if he is not already tired of our companionship, to go with us once more from the Fort, down past the Bandstand on the Esplanade, and the pretty collection of pigeon-houses which do duty for a railway station at Church Gate, and which are said to have been designed to turn into ridicule the most prominent feature of the Venetian gothic architecture in the new public buildings. The railway here is constructed on reclaimed land, to which the name of the Kennedy Sea Face has been given, as a compliment to Colonel Kennedy, R.E., then Secretary in the Public Works Department. A notable addition to the attractions of Bombay, and one which may be considered of special use as regards the convenience of the population, is the new road on the shores of the Bay which has been completed, extending as it does from the over-bridge at Colaba to the railway crossing, and affording passengers along the Queen's Road a thoroughfare to Malabar Hill by the line now known as the Kennedy Sea Face. For carriages, the Queen's Road still maintains its special utility, and this handsome communication is one which it would not be well to supersede. The Kennedy Sea Face had been considered in the light of waste ground, until the design which caused its enclosure became fully manifest. It now promises to be the most popular thoroughfare for equestrians and pedestrians riding or walking for recreation or business from either of its termini. It is a sufficiently broad road for those choosing to walk, and the passengers preferring to ride have a still broader one, covered with loose turf suited to their steeds. Riders, indeed, from the vicinity of the bandstand, much prefer to give their horses a canter on the banks of the Bay to keeping them confined within the rails, which at present too much restrict the range of what we call our Rotten Row. The latter has not of late been a general place of resort for riders partly, we fancy, on account of the rails, which restrict the eager equestrian on what must be considered a too narrow road, when compared with the width of the ride in Hyde Park, which established for itself the same designation so long ago that authorities are not quite agreed as to its derivation. A walk as well as a ride, in this direction, was certainly wanted, for the benefit of the Fort people as well as those availing themselves of its advantages from Malabar or Cumbala Hill. As now

Church Gate Station.

The Queen's Road.

The Ride along Kennedy Sea Face.

Rotten Row.

completed, nothing could be more acceptable to the wayfarer, whether on horse or on foot. The double road is approached, not only from Colaba, but from various points along its extent—notably from the several stations on the railway, which runs parallel to and separates the Queen's Road from that of the Kennedy Sea Face. The advantages of a concurrent ride and drive in this direction are obvious. The Queen's Road has no special advantages for riders, while walkers feel the inconvenience of having to keep their distance from drivers and riders, who contribute to keep them well provided with dust. Along the path now provided, all but the drivers find themselves particularly at ease. Walking or riding, it is a welcome resort, and the Bombay people are already taking a partial view of its advantages. It is not certain that it is yet sought by many from the suburban hills; but the inhabitants of the Fort, native as well as European, avail themselves freely of this breezy thoroughfare which may be considered the pleasantest walk easily accessible to people whose lot casts them in the business part of Bombay. Equestrians, too, are beginning to know their best ground, and we much mistake if the Kennedy Sea Face will not permanently supersede the Rotten Row proper which forms part of the Esplanade.

It is satisfactory to add that a garden is being constructed at the north end of the ride, which, when it has grown up—a period which must be remote, if judged from its long state of infancy—will be a feature of much attraction to this part of the island. The total length of the ride is nearly three miles. It might be well to suggest that a very valuable and instructive addition to the attractions of the locality would be the construction of a marine aquarium. The shore in these parts abounds in sea anemones and marine monsters great and small, sufficiently hideous in their appearance and eccentric in their habits to equally secure the interest of those who seek knowledge and those whose ambition is confined to recreation from labour.

Proposal for an Aquarium on the Kennedy Sea Face.

Following the Queen's Road, we sweep round Back Bay, and ascending Malabar Hill Road, which is dominated on the right by tall cliffs with houses built to the very edge of the precipices, do not go at once to the summit of the Ridge, but turn off half-way up the ascent by the winding lower road to Government House, Malabar Point. The drive along this road affords charming glimpses of Bombay, and one only regrets that the

Government House, Malabar Point.

woods above and below the road are not kept in a less slovenly state. Government House consists of a number of bungalows on a promontory which runs out into the ocean, and is the coolest and pleasantest site for a house in all Bombay. It is, of course, uninhabitable during the monsoon, as Malabar Point is exposed to the full fury of the wind and waves; but during the rest of the year it is a far more agreeable residence than Parel. Mr. Mountstuart Elphinstone had only "a pretty cottage" here; but a large ball-room has since been built, and it would be for the convenience of the public if the Government would build any other reception and bed rooms that may be required now that the Governor has taken up his residence here altogether, and given up Parel. A small fort is also being built here in connection with the harbour defences. In comical contrast with the unpretending architecture of Government House at the Point, is a Grecian temple built for a guard-house at the gate on the Walkeshwur road, by which one returns up the hill to the Ridge. On the left of this road, as one leaves the point, is the famous holy tank of Walkeshwur, which is still resorted to on feast days by thousands upon thousands of people. You descend to it by several flights of steps, which end in an enclosure surrounded by picturesque houses and temples of Mahadeva, with a large fine tank in the centre. There is a large colony of Brahmins here, who lie about smoking and chewing opium, and are almost too fat and lazy even to scowl at you as you pass by. The tank is full of dirty green water, though the Municipality pumped it out and cleaned it some years ago, and then took the trouble to construct a tunnel from it down to the sea, so that it might be emptied during each rainy season. At the western end of the tank is a narrow passage leading down to the sea, which, we believe, is the veritable cleft hole in the rock to which pilgrims used to come for the purpose of regeneration, which they accomplished by getting themselves dragged through the opening. There is a well-authenticated tradition that Sivajee once visited Bombay in disguise in order that he might be put through this hole in the rock. On the right hand of the Walkeshwur Road, some little way beyond the steps leading to the tank, there are the ruins of what must have been a large temple and numerous habitations.

Walkeshwur Tank.

We have now returned from our tour round Malabar Point to where the Walkeshwur Road meets the Malabar Hill Road, and is continued along the Ridge to the Towers of Silence, which stand on the highest point of the hill. From the

View of Bombay from the Ridge.

Ridge we get a magnificent view of the island and harbour of Bombay. Perhaps the best point of view is the Cliff, the late Dr. Wilson's residence, or the Ladies' Gymkhana, a favourite evening rendezvous now for families living on Malabar Hill, and the best time is just before sunset. A poet might well say that "earth hath not anything to show more fair" than the glorious panorama of water, wood, hills, shipping, and the stately edifices of a great city which here strikes and fascinates the eye. "This dings Dumbarton," is said to have been the remark of a Scotchman on first seeing Gibraltar; and perhaps even Scott, had he seen Bombay from the Ridge, would have confessed that this is a lovelier scene than that which he describes in such glowing verse, when his hero Marmion looks down upon Edinburgh from the brow of Braid Hill. A double bay lies below, intersected by the island city which, buried at its base in plantations of palm trees, emerges midway into a succession of noble buildings, whose faults of detail are lost in the distance, while the harmonious grandeur of the whole mass is enhanced by the parting rays of the sun shining full upon them. From this culminating point of splendour, the city tapers away towards Colaba in a gently curving promontory, just broad enough to mark and complete the perfect outline of Back Bay. Beyond stretches the broad harbour with its islands, and the mountains of the Concan, with their battlemented summits, form the background of the picture. Perhaps, although Bombay does not, like England, appeal to the imagination by the charm of great and holy memories, it might not be esteemed sacrilege to apply to her, thus seen at sunset, or, still better, in the tropical radiance of the moonlight, the words of the poet—"A precious stone, set in the silver sea."

The road along the Ridge has been extended past the new Reservoir for the Tulsi water, and round the Towers of Silence, and then, descending by a steep incline to the Gowalia Tank Road, and, rising again on the opposite side, crosses Cumballa Hill to Mahaluxumee. A very pleasant new drive, with delightful views of Bombay, has thus been opened out.

The Tulsi Reservoir and Water Works,

The Tulsi Reservoir has been built to store a supply of 6 gallons a head in addition to the Vehar water supply for the whole population of Bombay. The total cost of bringing in and storing the water has been about 40 lakhs. Just beyond the Reservoir are the Parsee Towers of Silence. The old approach to the entrance was by a steep rocky staircase up the cliff from Girgaum; but many years ago the late Mr. Rustomjee Jamsetjee Jejeebhoy gave money for the construction of a broad carriage road

from the other face of the hill towards Breach Candy, up to the foot of the highest flight of steps, and by this road the visitor can now reach the Towers without inconvenience. The Towers, five in number, stand within a large enclosure on a space of ground measuring about eighty thousand square yards. There are also, within the enclosure, a house of prayer for persons attending a funeral; a temple in which the sacred fire is kept always burning, and from which its rays, escaping through apertures in the wall, fall upon the towers; and a well-laid-out and well-cared-for garden. In the garden is an excellent model of a tower, which is explained to visitors by the attendants. The corpse of a deceased Parsee, clothed in white, is carried up the hill on an open bier covered with white cloth; the male relatives and friends, all clothed in white, following in pairs, each pair holding a handkerchief between them. Some prayers having been said in the rest-house, the bier is again taken up, and the body conveyed to one of the towers. These towers are round, massive-looking buildings with white plastered walls, the circumference of the largest of them being 276 feet, and the height of the wall 25 feet. At a distance of 3 feet from the ground there is a door in the wall, through which the corpse-bearers place the body and then, entering themselves, lay it in its appointed place. The interior of each tower, which is open to the sky, is covered, at a height of 25 feet from the ground, with a circular flooring which slopes downwards on all sides to the centre, and contains numerous open grooves or receptacles for dead bodies. The outer ring of this flooring is set apart for the bodies of men, a second ring for those of women, and the third or innermost ring for those of children. At regular distances radiating channels intersect these rings. The body having been deposited in its place, the bearers retire, and immediately a swarm of vultures, which birds of prey may always be seen sitting in dozens on the tops of the walls, swoop down and strip the body of every particle of flesh in less than two hours. After a few days the corpse-bearers return, and, collecting the bones, which are then perfectly dried up, place them in the central well, 45 feet wide, where they remain to be decomposed by the air and the rain. The moisture runs off into the ground through filters of charcoal and sand, and leaves nothing of the human body in the inside of the Tower but the dry crumbling bones. This mode of disposing of the dead which the Parsees have practised for countless generations, is repulsive to the sentiment of nations accustomed to bury their dead in the ground; but it is thoroughly wholesome, and clears

The Towers of Silence.

away most effectually one of the greatest difficulties encumbering the path of sanitary reformers in great cities. The Parsees, too, affirm, with some justice, that it really carries out the doctrine of the equality of man more satisfactorily than burying or burning, since the bones of the whole community, rich and poor, rest together at last in the well within the Tower of Silence. From a platform outside the rest-house the visitor can get a very good view of Bombay. The Prince of Wales, when he visited the Towers, said, this view gave him a better idea than any other he had seen of the extent and character of the city. Tickets to view the Towers of Silence may be obtained from the secretary to the Parsee Punchayet.

The Tansa Lake, Ducts and Tunnels.

The great Tansa works are destined to remedy very many of the sanitary ills that Bombay has suffered from for many years past. The masonry dam claims to be the largest in the world. There is little that is extraordinary from an engineering point of view in the scheme of ducts, tunnels, and pipes that has been devised by the municipal engineers; the great trouble was in carrying it out. The character of the country that had to be crossed was of the wildest description. Mountains, absolute contortions of nature, raising their rocky sides straight up towards the skies and ending in numberless rugged peaks, deep valleys unbearably hot for six months of the year and fever swamps for the rest, mountain gorges, at one time hurling water down with almost irresistible fury, and at other times parched scratches, and deep creeks whose beds are a hundred feet below the water, had all to be crossed. Zig-zag paths over mountains, ways through jungles, bridges over streams, and extensive railway lines had to be constructed and laid down before two stones of the conduit could be put together. Four years was originally allowed by the Corporation for the completion of the work, but as the route laid down for the conduit was altered to some extent, substituting tunnel for duct, and consequently increasing the work, the period was extended by one year making the limit of time March 1892. The urgency in which Bombay stands for the Tansa water was duly impressed upon the contractors, for delay meant suffering and danger to the inhabitants. Messrs. Walsh, Lovett, Mitchell and Co. at once set to work with an enormous staff, surveyed the country, put down their plant and commenced operations within a very short period. Sickness, however, was not long in making its appearance and worked out disastrous results. The fierce and blinding heat after the monsoon stewed the decaying vegetation into a fever-breathing mass, and the malarial poison struck down Europeans and natives alike.

The water in its passage from the lake, which is four hundred feet above Town Hall datum, and carried to Bombay by force of gravitation, passes through masonry conduits, metal pipe syphons, and tunnels. The masonry conduits are ducts of 25 miles in length, and are in most places two hundred to three hundred feet above the level of the valleys. Owing to the precipitous character of the mountain sides deep cutting in the hard rock was necessary. This has been done by hand drilling, and then blasting by gunpowder or dynamite. The masonry arched channel built into the cutting, is eleven feet wide and nine feet high, and an interior dimension of seven feet by seven feet three inches. These figures show, of course, that the walls are two feet thick. They are built of grey stone quarried out of the neighbouring hills. They are all cement-pointed, and are excellent specimens of stone work. The floors were first covered with concrete and then cemented over. The precaution of cement-pointing and flooring was to prevent leakage of water either in or out of the conduit.

In many parts of the route of the duct from Tansa it was found advantageous to construct tunnels of a considerable length and number. The total length of these is over 4 miles, divided into 13, varing from 200ft. to 8,000ft., and they are the most remarkable and difficult in India for their length in such a small section, 9ft. by 6ft. Four of the longest of them have been driven by machinery, and almost every kind of boilers is used, Lancashire, Cornish, Multitubular, Vertical, and Roots with horizontal steam-engines, with air compressors for driving complete sets of drills. Steam-pumps of various types for keeping the tunnels free from water, which rises very fast during the monsoons, are always in operation. The drilling of these tunnels was much more difficult than railway tunnels on account of the small space for working in and carrying out the *debris*. In the longest tunnels the driving was going on 3,000ft. from the shaft, and in parts of the tunnel the water was constantly up to the shoulders of the men. About 2,000 men are employed in the tunnels, and they are worked in gangs night and day all the year round.

There are three bridges constructed of wrought-iron lattice girders, resting on cast-iron cylinders, over Bassein Creek. These are for carrying two lines of pipes across with a tramway in the centre. The lengths vary from 400 to 1,500 feet in spans of 100 feet. The cast-iron cylinders are 5 feet in diameter, and were sunk through the beds of the Creek down to the rock, some of the cylinders being one hundred feet long. Divers were employed in removing the hard *debris* from the inside of the cylinder as they were sunk. The work was one of considerable difficulty as the cylinders had to be fixed at

this great depth with a 14 feet tide running 7 miles an hour. The divers were frequently engaged upon work 70 feet below the surface of the water. These bridges were completed in two years.

There are twenty-two acqueducts aggregating sixty-seven spans of ten feet, twenty-five aggregating eighty spans of twenty feet, and two aggregating thirteen spans of thirty feet. In addition to this colossal work there are one hundred culverts along the syphon track to provide for the drainage of the country.

The Tansa Water Works were opened by His Excellency the Viceroy on 31st March 1892. A spot was chosen for the ceremony at the junction of the Delisle and Arthur Roads, Chinchpoogli, and a large concourse of people assembled to witness it. The grounds were made to resemble a beautiful garden on a fete day. The arrangements were perfect, and the programme was gone through without the slightest hitch. The Municipal Commissioner opened the proceedings by delivering an address in which he briefly narrated the history of the Tansa scheme. His Excellency the Viceroy, having accepted the address, was asked by the President of the Corporation to declare the works open. A silver lever was fixed into the crank wheel in front of the Viceroy's table, and His Excellency giving it a turn, the water spouted out in a clear jet to a height of about 30 feet from the centre of the basin of the fountain in the middle of the grounds.

From the Ridge the hill slopes down westwards to the sea, and the whole declivity is covered with houses thickly set among trees. Malabar Hill, forty years ago, had only two bungalows built upon it—the *Beehive* and the *Wilderness*; now a large proportion of the European population of Bombay lives here. Dr. Norman Macleod appropriately described most of the bungalows as "beehives," adding that they are very comfortable inside. The old-fashioned bungalow usually but one storey high, with spacious rooms, thick walls, and broad verandahs, and surrounded by a large garden bright with flowers, fruit trees and green turf, is indeed a place of residence delightfully suited to the needs of the climate of Bombay, in which it is desirable to shut out the heat of the sun while admitting the cool sea-breeze which blows in straight from the Indian Ocean. Many of the new houses, however, have been built hastily, with little regard to health or comfort; and the hill is now too much built over and too thickly populated to be so pleasant a resort as it used to be. Several steep roads lead from the Ridge down to the lower road which follows the line of the coast. It is a pleasant drive down the west side of the hill and along Breach Candy by the sea to Mahaluxmee, where there is a nest of much-frequented Hindoo temples and a tank almost as holy as that of Walkeshwur. A

Malabar Hill.

Breach Candy.

new institution on Breach Candy is the salt-water swimming-bath built for the use of Europeans at a cost of £1,000. A very good view of Bombay can be obtained from the flagstaff, Cumballa Hill, at the back of Breach Candy.

Swimming Baths.

The existence of the sea-water swimmimg baths, on the shore of the Warden Road, Breach Candy and at the Back Bay, removes the reproach so often brought against the people of Bombay, that, living in a place surrounded by the sea, they should have made no endeavours to provide suitable accommodation for bathing purposes. The Breach Candy bath is, however, a public bath merely as far as Europeans are concerned, and, although the natives are refused entrance to it, the restriction is not due to any reluctance on the part of the former to intermingle with them in the enjoyment of this social recreation, but it is enforced in obedience to the condition upon which the money for the bath was provided.

Many years ago, before the mail steamers ran to Bombay, the passengers from Europe for Bombay were compelled to make a stay at Aden, from whence they had to make their own arrangements for reaching their destination. To overcome this inconvenience, a fund was started by civilians and other Europeans in Bombay for the purpose of providing house accommodation in Aden, and also to charter steamers to and fro between the two ports. The introduction of the P. & O. Co.'s steamers, however, on this line obviated the necessity for this special means of transit, which was, therefore, discontinued, and the balance of the fund remained in the hands of General Barr until, finding himself the sole surviving trustee, he made it over to Mr. Pedder, the Municipal Commissioner, for the purpose of carrying out some work for the especial benefit of the European community, by whom originally the money for the fund was alone contributed. Thus, it will be seen that the restriction is not a matter of intention but of circumstances only.

The bath is very popular, and is always spoken of by those who use it in the highest terms of approbation. It is sixty feet long and thirty feet wide, and varies in depth according to the state of the tide—from four feet six at the deep end during neap tides, to ten feet at spring tides. The floor of the bath is lined with Minton's glazed tiles, and the sides, which are of cement, are painted white. The general appearance of the interior of the bath building is clean and neat, and being thoroughly well ventilated it is always cool. There are over twenty dressing-rooms, sufficiently large to be convenient and comfortable, and there are two shower-baths of fresh water provided for those who wish to avail themselves of them. Bathers can also have their cup of coffee and cigarette, on payment of a small fee to

the bathkeeper. The subscription for men is rupees four per month, for ladies rupees two, and for non-subscribers four annas per bath. The days for subscribers are as follows :—

Sunday, to 8 a.m.	FOR LADIES.
Tuesday, to 11 a.m.	Monday to 9 a.m.
Friday, to 11 a.m.	Thursday, from 10 a.m. to 1 p.m.

all other hours being open to non-subscribers. The bath is opened at sunrise and is closed at sunset, and also for the two hours between 11 and 1 p.m. Ladies have certain days of the week reserved for them, but on all holidays the Bath is open to male subscribers and visitors.

Bathers are provided with towels and bathing garments on payment of a small additional fee. The bath is regulated by a committee elected at a public meeting of the subscribers, held in the month of January in each year, and the honorary secretary, for the present, is Mr. Rienzi Walton, Executive Engineer of the Municipality, by whom the bath was designed and built.

The Bath at Back Bay is a large one, 100 feet by 25 feet, having an average depth of about eight feet of water, and is much frequented owing to its convenient position relative to the Fort. The price of admission is four annas, similar to the amount charged at the Breach Candy Bath, and the arrangements pertaining at the latter place are in vogue here, and every convenience for visitors has been studied with a fresh supply of water daily and good attendance, for the outer and inner man.

HINDU TEMPLES, MOSQUES, &c., IN BOMBAY.

Hindu Temples.

Among well-known Hindu temples in Bombay may be mentioned those of Walkeshwar, Mahalakshmi, Babulnath, Mambadevi, and Bhuleshwar. Excepting a few, the great majority of these temples are of recent date. Those looked upon as comparatively the oldest Hindu temples in Bombay are Walkeshwar, Mahalakshmi, Mambadevi, Babulnath, Nagdevi, and Shri Vyenkatesh. The existence of these shrines may be traced prior to or about the period of the settlement of the first numerous section of the Hindu population in Bombay nearly two hundred years ago. At that period the small number of Hindu temples sufficed to gratify the religious wants of the Hindus. In process of time the Hindu population increased, and settled in different quarters of the town. The transfer of the seat of Government from Surat to Bombay, followed by the great Surat fire of 1837, drove many destitute and helpless. Hindus here to seek means of employment, while not a few were attracted by the increasing trade and the field for employment of capital which it afforded. The extinction

of the power of the Peishwas helped to swell the number of Hindu emigrants from Poona, Sattara, and other parts of the Deccan into the island. Cutch, Marwar, and other native states of Gujarat and the Deccan sent their quota of the Hindu population to swell the ranks of the different trading, industrial, and labouring classes here. The religious instincts of the most wealthy of these settlers took a practical shape in the construction and maintenance of temples dedicated to the particular deities worshipped by them. The orthodox Hindu of the present day is a believer in pantheism. In his case the elemental worship of the Vedas has given place to the Puranic beliefs in incarnations of the deity, and of gods and goddesses as symbols of particular power. The wealthy and the well-to-do among each section of the Hindu community accordingly sought to promote their spiritual welfare and meet their religious wants by dedicating temples to particular deities whose worship had descended to them form their fore fathers. The Vaishnav Bhatias and Banians, who form an important and the wealthiest section of the present Hindu traders of Bombay, for instance, undertook, about eighty years ago, to defray the cost of building and maintaining under the direction of a Vallabhacharyan Maharaja, the first Vallabhacharyan temple known as the great Mandir or Jeevanlalji's Mandir. They voluntarily imposed upon themselves a church-rate called "Lágá," calculated at a percentage on the amount of cash transactions every year entered into by them in connection with their particular trades and callings. The erection of the first Vallabhacharyan temple was followed by that of many others to be found at the present day. In like manner, Hindus from Marwar have built temples dedicated to Balaji and Jagannath. The Swami Narayen sect have a place of public worship in the temple of Swami Narayen in Bhoiwada; the disciples of Guru Govind or Nanak Panthis, the Kabir Panthis, the Radha Vallabhis, the Ramanujas, the Prarathana Samajists have each provided for them places of worship, where prayers and worship are conducted according to the particular doctrines of their sect. We shall now proceed to give a brief account of a few of the most important of the Hindu temples in Bombay.

The Walkeshwar Temple.

The hill lying to the south-west of Bombay is called "Walkeshwar" by natives, and "Malabar Hill" by Europeans. But Walkeshwar is also the name of the temple. Indeed the hill takes its native name from this temple, which is situated in close proximity to the extreme point of it called the Dandi or Malabar Point, a residence of the Governor of Bombay. It is stated that this cleft of the hill was at one time quite separated from the island. The hill was at one time almost a barren place, nothing except grass grew upon it. Accordingly it was used as pasturage for the grazing of cattle. For this purpose it was farmed for a small annual fee. In 1728, the whole of the hill was let for Rs. 130 a year, which was subsequently raised to Rs. 300 annually. The temple of Walkeshwar is regarded as one of the oldest on the island. 'A Sanscrit legend in my possession,' says Mr. R. X. Murphy, 'entitled "Walkeshwar Mahatmya," which contains some account of the temples on Malabar Point and the old Mambadevi temple, describes the Hindu inhabitants of Bombay as suffering in their religion from the tyranny of Mombarik I. Shortly before the erection of that temple, a circumstance occurred which shows that something like a superior grade of Hindu society existed at that period on the island; for mere coolees could scarcely have required such a temple or have been very sensible to religious persecution.' The reference to the Emperor Mombarik I. carries us back to the fourteenth century. The term "Walkeshwar" is a compound of two words—*waluka*, which means *sand*, and Ishwar, God: or the god (made) of sand. The tradition about the god is this. While Rama was on his expedition from Ayodhya with Lakshmana, his brother, to subdue Ravana, the ruler of Lanka, he halted on the point of the hill now forming the site of the Walkeshwar temple. Rama had taken a vow to worship every day the Ling of Shiva. This was brought to him every day from Benares by Lakshman. One day Lakshman was late, so Rama was obliged to manufacture one. He made one from the sand on the spot. The Ling thus made from sand was called Walukeshwar or Wal-

keshwar. Whatever the date of the old temple, this much is certain that the present temple of Walkeshwar was built by Ramaji Kamut about 150 years ago. Ramaji Kamut was a Shenvi by caste. He was in the service of the British Government, and employed as head of the native troops. He died in 1728. The Shenvis are among the earliest emmigrants from Goa into Bombay, Bassein, and Salsette. At one time they were well-known, partly as merchants, and partly as an influential class in the service of Government. They built the temples of Walkeshwar, Bhuleshwar, Thakurdwar in Mahim, and the temple of Shri Vyankatesh in the Fort. There is little to remark in the architecture of the temple. It is of the ordinary Hindu type. The inside of the temple, where the Ling is placed, is below the level of the surrounding ground, and is reached by steps built for the purpose. Around the temple and situated at some distance from it are some twenty temples, large and small, all standing on a small open spot of ground about 200 feet from the Dandi or Malabar Point. Not far from them but outside their limits is a spot reserved as a Hindu burial and burning ground, where Sanyasis and others belonging to the Hindu religious orders, as well as children of tender age, are buried ; while persons occupying a high social position are burnt. Adjacent to the different temples are Hindu charitable houses called dharmashalas, interspersed with the houses of Brahmans, who are residents of the places. These dharmashalas are owned by wealthy Hindus. They are not strictly charitable houses in the sense in which dharmashalas generally are, that is to say, accessible to every and any Hindu who chooses to reside there. No. Any one who desires the use of a dharmashala has to obtain the permission of its owner, who grants it for a limited period. They are more properly houses built for those who desire to reside there temporarily, seeking health or pleasure. No rent is charged to the occupants of a dharmashala. These dharmashalas are mostly fully occupied during the hot season by those seeking relief from the temperature in the town. The temples and dharmashals nearly form an oval. In the central

part, a considerable portion of the space is taken up by a tank, called Ban Gunga, the water of which is used by the people thereabouts. This tank was built from funds raised by subscription. Some three years ago, the stagnant water in the tank was cleared out and replaced by fresh water by means of a Vehar pipe laid into it. A fair or jatra is held annually at Walkeshwar or the Mahalakshmi Temple.

The Mahalakshmi Temple.

Mahalakshmi is situated to the west of Bombay, about four miles from the Fort. The temple of Mahalakshmi is built on what formerly was a hill, but what now looks like a raised mound. Around it are a number of dharmashalas, while on its left-hand side, as you proceed in the direction of the temple, there is the well-built temple put up by the late Dhakji Dada and known as Dhakji's Temple. On the south of the Mahalakshmi Temple there is a group of temples dedicated to Shiva and Ranchoreji, with a small but beautifully constructed tank in the middle of the enclosure. From a *nukhur* or historical chronicle in the possession of a Prabhu it seems to be an undoubted fact that the temple of Mahalakshmi was built after the causeway connecting Warli with Bombay was put up. The work of constructing the causeway was superintended by a Prabhu maistry in the service of the British Government. The works twice gave way, when, it is said, the goddess Mahalakshmi appeared in a dream before the Prabhu maistry, and informed him that if he took her image lying in the channel to a place on the hill and built a temple in her honour, the causeway would stand. The next morning the maistry made a search for the image, found it in the channel, and built a small temple upon the hill, the Government of the day making a free grant of the site. The maistry referred to here was said to be the great grandfather of Mr. Anandrao Bhaskar, late head clerk in the Small Cause Court, Bombay. He and another gentlemen are trustees of the temple. Inside the Mahalakshmi Temple are the images of Mahalakshmi, Mahakali, and Maha Saraswati. The worship of these goddesses is conducted by Bhopis, who are Mrahattas by caste, and claim to be descended from the abori-

ginal classes who inhabited Bombay. The expenses connected with the temple are defrayed partly from rents of chawls in the neighbourhood, and from the usual donations received from Hindu worshippers.

Dhakji's Temple.

This temple is quite close to that of Mahalakshmi. It is regarded as one of the best specimens of Hindu temple architecture. It was built by the late Dhakji Dadaji, a Prabhu gentleman. He was at first a merchant, but subsequently gave up business to become the Prime-Minister of Baroda. He had amassed considerable fortune. In old age he met with family reverses. He had two sons, both of whom died, the eldest in the prime of manhood. This made his life miserable. He conceived the idea of commemorating his name and that of his family by the erection of a grand temple This he did at a cost of Rs. 80,000. Dhakji's Temple, which is seen on the western coast of Bombay, at a distance of 25 miles in the sea, consists literally of five temples, all put up side by side. One of them is dedicated to images of Mayureshwar, another to that Rameshwar, the third to Shri Dhakleshwar, the fourth to Hari Narayen, and the fifth to Vineyakaditza. These names are engraved in golden letters on the top of the door of each temple. They refer to Dhakji and the members of his family. This fact has served to diminish in the eyes of orthodox Hindus the reverence and sanctity due to the temples. The whole group of five temples stands on high ground, with a wide mandap in front, and is accessible by a flight of steps. The building of the group was commenced in February 1830, and finished in 1832, when the Earl of Clare was Governor of Bombay, and Sir Herbert Campton, Kt., Chief Justice of the Supreme Court of Judicature. About 50 yards from the temple of Mahalakshmi is a small but beautiful tank, with a stone flight of steps, and a well constructed enclosure. This tank was built by a gentleman of the Bhansali caste, named Tulsidas Gopaldas. At the head of the tank and flanking the public thoroughfare are the temples of Shiva and Ranchoreji, and a dharmashala on the opposite side. The cost of the tank, the temples, and the dharmashala was computed to be

Rs. 1,15,000. The property is vested in Mr. Vandrawandas Purushotamdas as the trustee of the charities. Mr. Vandrawandas has considerably improved the surroundings of the tank by the addition of a garden and the use of gas-light on dark nights.

Mambadevi Temple.

'The old temple of Mambadevi,' says Mr. Murphy,[1] 'from which the name Bombay was properly derived, was on the Esplanade, and removed about 80 years ago to its present site.' This was written in 1843; so the present temple is thus at least 120 years old. Before its removal to its present site it was situated near Dhobi Talao, 'where the washermen now wash their clothes.' [2]. It is not known who built the temple of Mambadevi there,[3] but the establishment of the goddess is said to have taken place some 400 or 500 years ago. A goddess was placed in it by a number of the Koli caste, for among them are such names as Mung, Shimga, Madua, Manja, &c., and it shows that since the Kolis were the aborigines of the place, they must have built the temple, dedicated it to the goddess, and given the goddess their name Munja, in accordance with the Hindu custom. Hindus are accustomed to call the gods and goddesses after their own names. Some of the Brahmans, however, being envious of the name Munjadevi, must have turned *já* into *bá*, and named the goddess Mumbadevi. According to the above account, the present temple is nearly 120 years old. It was removed from its old site in consequence of Government requiring the site for the purposes of a camp, compensation money having been paid by Government to Shenvi Pandu Shet. With this money a temple was built by this Shenvi gentleman, who managed its affairs during his life-time. His successors have still the management of the temple. A portion of the space enclosed by the site of the temple and its surroundings extends from one end of the Marwadi Bazaar to the other. The enclosure has three doors. The main

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[1] *Vide* Mr. R. X. Murphy's Paper on the history of some of the oldest races now settled in Bombay, page 130 of Vol. I. of the Transactions of the Bombay Geographical Society.

[2] bid. [3] Govind Narayen's Account of Bombay, 2nd edition.

door is on the road leading to the Chinch Bunder, the other into the Marwadi Bazaar, and the third on the public thoroughfare in front of the Coppersmiths' Chawl and which leads to Pydhonee and Byculla. Within the enclosure strictly known as the Moombadevi Temple are on one side and under one roof the five temples respectively dedicated to Ganpati, Hanuman, Shiva, Moombadevi, and Indrani. On the opposite side is the temple of Lakshmi Narayen, built by the late well-known head of the Hindu community, the Hon'ble Jagannath Shankersett, who also built a storey over the temple. Proceeding towards the direction of the large Moombadevi tank, you meet with the miniature temples of Jagannathji and Baldevji, whose worshippers are Atits or Bawas. Adjoining the second door leading into the Marwadi Bazaar and in front of the large tank are the temples of Ganpati, Lakshmi Narayen, Shiva, and Hanuman. Behind them is a large Shami tree, which is worshipped by the Hindus on the Dusserah festival or the birthday of the Navaratri. The Mambadevi tank was built by Shett Nagurdas Navalakhya, or the nine lakhwalla, at one time the head of the Banian community in Bombay.

Mosques.

The Mahomedan community of Bombay own no fewer than 89 mosques, scattered about the island from Colaba to Mahim. Of this large number by far the greater portion belongs specially to the Sunni sect; the Borahs own 8, the Khojas 2, and the Moguls 1. As in other large Mussulman centres, the principal mosque here is called the Juma Musjid, or Friday Mosque—Friday being the Mahomedan sabbath. It is built over a large tank, which is never dry, and is situated in the old Cloth Market, near the Crawford Markets. The mosque is a very old one, and has once at least been rebuilt—in 1836, when the late Mahomed Ali Rogay (grandfather of the present Mr. Mahomed Ali Rogay) caused its rehabilitation at a cost of about one lakh of rupees. The Juma Musjid derives an income of about Rs. 30,000 annually from its estates, and its funds are said to be increasing. The management is entrusted to twelve directors, called Mushawirs, who include a Kazi and a Nazir, all appointed

with the approval of Government. The staff consists of a high-priest, whose duty it is to say the prayers on Fridays and the two Eeds or grand annual festivals; one priest for the daily prayers; one crier to call the Faithful to their devotions; and a few menial servants. The mosque is open to visitors; but the Mahomedans of Bombay, more punctilious than their co-religionists in other parts of India—Delhi for instance—require that every one should take off his shoes before entering its precincts. Between 12 and 1 o'clock in the day, the time for prayer, large numbers of Mahomedans repair to the musjid, and the non-Mussulman would probably find this an inconvenient hour for lounging; during the rest of the day, however, the place is free to him. There is a school in connection with the musjid where gratuitous instruction in Arabic, Persian, and Hindustani is given. The aim of this institution is chiefly religious, and its expenses are defrayed from a separate endowment which also owes its existence to the late Mr. Mahomed Ali Rogay. The Sattar Mosque, situated near the Musjid Bunder, has an annual income of Rs. 11,000. It is under the management of four directors. The Zakaria Mosque, at Kharak, near Mandvi, has an annual income of Rs. 5,000. The Haji Ismail Habib Mosque, taking its name from its founder, is situated in Memonwada, and has an annual income of Rs. 4,500. The Mogul Mosque, built by Haji Mahomed Hussain Shirazi, is situated on the Gaol-road. It is here that the passion play, referred to further on, takes place during the Mohorrum. These are a few of the principal mosques in Bombay; but almost every street in Mahomedan localities has its separate mosque, with an Imam (priest) and Muezzin (crier). Every Mahomedan houseowner in the street pays one rupee yearly for the support of the mosque, and where the income is small, cooked food is collected twice a day for the priest and the attendants. On the Ramazan Eed presents of cloth and ready money are given to the priest. In almost every mosque there is a reservoir for water, to enable the Believer to perform his ablutions preparatory to saying his prayers.

Mahomedan Saints.

From a work published by the late Cazi Mahomed Yusuf Murghay, a gentleman of some literary repute, a great deal of information may be derived about Mahomedan miracle-workers and their miracles; for Islam, more fortunate than the doomed cities of the plain, has possessed "hundreds of thousands of saints, spread all over the Mahomedan world, who have performed great wonders." The chief of those who are specially identified with Bombay appears to be His Holiness Fakih Ali Makhdum Sahib of Mahim. Makhdum Sahib seems to have done many things which may be described as "wonderful," and is held in great reverence and esteem by all devout Mussulmans of these parts. There are about 60 celebrated saints in the pantheon of the Bombay Mahomedan.

Mahomedan Fairs.

Bombay is pre-eminently the city for fairs. These gatherings are here of more frequent occurrence and greater pretension than, perhaps, elsewhere in India; and a large number of them owe their origin to Mussulman tradition, being held in honour of the 60 saints of whom mention has just been made. Some of these fairs last only a single night in the year, a few are observed for several days at a time, and others are held weekly. The Mahim fair, held in November or December in honour of Fakih Ali Makhdum Sahib, heads the list. It lasts eight days; and the usual attractions in the shape of picturesque booths for toys and sweetmeats, merry-go-rounds, and merry-andrews, draw crowds of natives of both sexes and all denominations, and some few Europeans, to the scene.

Munshis.

It may be useful for new arrivals in Bombay to know where to secure the services of a qualified munshi, or teacher of Persian or Hindustani.

Fire Temples.

There are no fewer than 33 Parsee fire-temples in different parts of the city, exclusive of nine private ones intended for the special use of certain wealthy families. They are of three grades of importance—the first being known as Atesh-Behrams; the second as Aghiaris; and the third as Atesh-Dadgahs. Of the first grade are:—1, Cowasjee

Byramjee Banajee's, situated in Karelwady, Churney Road; 2, Hormusjee Bomanjee Wadia's, situated at Dhobie Talao on the Breach Candy Road; and 3, Dady Nusserwanjee Sett's, the oldest, establised about a century ago, near Funnuswady Lane outside the Fort. Of the second grade, there are 31 fire-temples situated in different localities inhabited by Parsees, two of them in the Fort, known as Banajee Limjee's and Manockjee Nowrojee Setna's, having been established nearly two centuries ago. There is really nothing remarkable in a Parsee fire-temple. The buildings are plain, indeed ugly. Only persons professing the Zoroastrian faith are permitted to enter the building. The sacred fire is kept in a central room, about 14 feet square, in charge of a priest consecrated for the purpose. His duty is to repeat prayers according to the prescribed rules, and to carefully supply the fire with fuel perfumed by a small quantity of sandalwood or other aromatics. The illiterate worship this sacred flame, as also the sun, moon, and stars, but the instructed adore only the Almighty before the "fountain of light." Parsees are commonly called fire-worshippers, but several well-known European scholars have proved the supposition to be founded on wrong data. Dr. Hyde, in his celebrated work on the ancient Parsee religion, also says that, "The Persians, from the beginning of their existence as a nation, always believed in only one and the same true and omnipotent God. They believed in all the attributes of the Deity believed by us; and God is called in their own writings, the Doer, the Creator, the Governor and the Preserver of the world. Mr. Dosabhoy Framjee in his book on the Parsees says:—"The charge of fire, sun, water, and air worship has, however, been brought against the Parsees by those not sufficiently acquainted with the Zoroastrian faith to form a just opinion. The Parsees themselves repel the charge with indignation. Ask a Parsee whether he is a worshipper of the sun or fire, and he will emphatically answer—No! This declaration itself, coming from one whose own religion is Zoroastrianism, ought to be sufficient to satisfy the most sceptical. God, according to Parsee faith, is the emblem of glory, refulgence, and light, and in this view, a Parsee, while engaged in prayer, is directed to stand before the fire,[1] or to direct his face towards the sun as the most proper symbols of the Almighty."

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[1] In Bombay at present there are three Fire-temples for public worship. The first of these was erected in the 1153 year of Yezdeziyd, 1780 of the Christian era, by a wealthy Parsee named Dadysett. The second was built about the year 1830, at the expense of the late Hormusjee Bomoniee, Esq.; and the third one was erected by the late Framjee Cowasjee, Esq., in the year 1844, at a cost of Rs. 2,50,000 or £25,000.

VI.—BOMBAY CHARITIES.

PARSI CHARITIES.

When the ancestors of the Parsis, flying from the vengeance of their conquerors, migrated to this country, over 1,200 years ago, and landed at Div, a small band of tempest-tossed, houseless wanderers, it would have required a bold prophet to foretell that they were destined, wrecked exiles as they were to preserve their race and religion, and to rise in course of time to a foremost place among the various nationalities of India. Many of them had a wonderful genius for business, and under the protection of the British flag their energy has been afforded full scope for its exercise. Gratifying evidence of their prosperity is given by the numerous charities endowed by some of their wealthy members. They believe, like the rest of the Oriental nations, that charity, like the quality of mercy, is twice blest—" that it blesseth him that gives and him that takes ;"—and that it makes a substantial addition to the sum of heavenly bliss in the great hereafter. It would, however, be an error to suppose that their liberality is not, in many cases, the outcome of a good heart. That, as a community, they are quickly moved to genuine pity for the distressed and the sorrow-laden was recently exemplified in a striking manner by the promptness with which they subscribed a large amount, about Rs. 10,000, for the relief of an unfortunate Parsi family at the village of Coperleg, which lost by cholera six of its members in about as many days. Subscriptions to the extent of some six thousand rupees poured in from all parts of India, and subsequently from Burma, Aden and China. With the Parsis charity, although it may begin at home, does not end there. Numerousinstances may be given of charities which are of a cosmopolitan character ; the latest instance of that kind is a donation of 10,000 francs made by a Bombay firm to an orphan school at Bordeaux.

Some well-known names and Institutions.

A name which is still remembered with pride and gratitude by the Parsi community is that of Sir Jamsetjee Jejeebhoy, the grandfather of the present Baronet. Having risen from very humble beginnings, he succeeded by his native shrewdness and sound commercial instincts in amassing an immense fortune, and charities can be mentioned by scores—hospitals, dispensaries, schools, rest-houses, and bridges—in Bombay and in many parts of Gujarat and the Deccan, which testify to his open-handed munificence. His example was followed by his sons, notably by Mr. Rustomjee Jamsetjee Jejeebhoy, who, during his prosperity, gave away in charity sums aggregating about twenty-five lakhs of rupees.

The late Sir Cowasjee Jehangier was also distinguished by his liberality, and to him we owe the Elphinstone College building and the University Hall, where the visitor may see his marble statue, which was erected by a grateful public. Another gentleman, whose charities amount to some twelve lakhs of rupees, has made his name memorable, principally in connection with the Parsi sanitarium at Colaba, and a spacious dhurmasala at Karelwadi, Mr. Merwanjee Framjee Panday. Mr. Ardeshir Hormusjee Wadia, of the family to which the community owes the largest fire-temple in Bombay, was a man, whose charities, though very large, were quite unostentatious. Respectable families which had once seen better days found in him a great benefactor, and he enjoined upon them strict secrecy as the best guarantee of the continuance of his favour. Sir Dinshaw M. Petit, whose munificence has fully entitled him to the honours which the Government have bestowed on him, is of the same stamp. There is no fund started in any good cause which does not receive substantial support from Sir Dinshaw; no institution in want of funds which seeks his aid in vain; no object of benevolence goes without his active co-operation and sympathy. The name of Mr. Nusserwanjee Petit does not suffer by comparison with the benefactions of his wealthier brother. The list might be swollen to great length, but we content ourselves by mentioning

some of the institutions which owe their existence to Parsi benevolence. Two of the three hospitals in Bombay have been founded by Parsis—the Cama Hospital for Women and Children, and the Sir Jamsetjee Jejeebhoy Hospital. To the latter hospital were subsequently attached an Ophthalmic Hospital, which bears the name of Sir Cowasjee Jehangier, and wards for incurable patients, built at the expense of Mr. Rustomjee Jamsetjee Jejeebhoy. About seven dispensaries in Bombay and nineteen in outstations, such as Mhow, Ratnagheri, Surat, Nowsari, Bulsar, Karachi and Hyderabad, have been founded and maintained, wholly or principally, with funds supplied by the wealthy of the community. A much needed want has in recent years been supplied by the asylum for lepers at Trombay, called the Albless Leper Home, for which a building and a donation of Rs. 6,000 have been given by the Albless family. Then there is a lying-in asylum for Parsi families open opposite the seaface at Marine Lines, and those who have any knowledge of the superstition which condemns women to pass forty days at a critical period of their lives in a dark, ill-ventilated room on the ground floor, amidst many insanitary surroundings most dangerous to life, will understand the extent of the benefit which must be expected of such an institution. A project has also for sometimes past been under consideration of establishing a building fund to provide residences for the poor of the community at moderate rents.

Educational Institutions.

The educational advancement of the community has been greatly assisted by the free educational institutions provided by the liberality of some of their co-religionists. They were the first among the natives of India to recognize the benefit of female education, and it is more than thirty years since that Mr. Dadabhoy Naoroji, Mr. Sorabji Shapoorji, the late Mr. Nowroji Furdoonji and Mr. Cursetji Nusserwanji Cama, were among those who founded what is known as the Parsi Girls' School Association. Although the schools established by that Association had to encounter a good deal of opposition in its day from those who presaged that

nothing but misery would result from them, everyone of these schools have now their full contingent of pupils, and their parents willingly pay the moderate fees demanded.

The first Parsi Baronet was much in advance of his countryman, when he established in the year 1849 the Parsi Benevolent Institution, the greater portion of the funds going towards the maintenance of twenty-two schools in Bombay and the principal towns of Gujarat, where children of both sexes are given education free of charge. Sir Jamsetjee Jejeebhoy set apart for the purpose the princely contribution of Rs. 4,40,000, to which a sum of Rs. 2,45,000 was added by the Parsi Punchayet out of the funds in their hands. From the latest returns of these schools it appears that nearly 3,000 boys and girls, mostly of poor parents, have been receiving education there. Religious education is not neglected: in Bombay alone two institutions exist for the purpose of teaching the sacred languages and literature. A Zend-Pehlvi school is maintained from the proceeds of a fund of nearly a lakh of rupees which was raised to perpetuate the memory of Sir Jamsetjee Jejeebhoy. Another Zend-Avesta school was founded by Mr. Jeejeebhoy Dadabhoy.

The Parsi Panchayet.

By far the largest charitable institution is the body known as the Parsi Panchayet. In former days, when the community had yet to receive the benefits of education and enlightenment, the Panchayet exercised a sort of criminal jurisdiction over its members, the form of punishment most in favour being the corrective discipline of the slipper. The Parsis have long since outgrown that kind of patriarchal government, and now the body commonly known as the Panchayet is much better employed as trustees of the general fund of the community. The fund is something like 23 lakhs of rupees, and it is made up of contributions from both the rich and middle-class sections of the community. Almost every Parsi of any means considers it a pious duty to contribute his mite to the general funds both on occasions of joy and mourning. On the death of

a friend or relative, it is a common thing among them to give in charity for the benefit of the soul of the deceased. In spite of yearly disbursements of about a lakh of rupees made by the trustees, the Panchayet fund, being constantly fed by voluntary contributions from Zoroastrians, is ever on the increase. From some of the latest figures supplied by Mr. Nusserwanjee Byramjee, the secretary to the Panchayet, it may be seen that the total income derived in one year from the investments of the funds and cash contributions from the Parsi community was close upon a lakh of rupees, and the total expenditure came to about Rs. 90,000. Every indigent member of the community, whether in Bombay or elsewhere, every widow and orphan, who has no other means of subsistence, is supported from these funds. The trustees inquire into each application carefully before they determine to what extent relief is necessary in a particular case. During the Muktad holidays, when the Parsis have to spend some money in ceremonials for the good of departed souls, the Panchayet sends gifts of clothes and money to the poor in every town and village of Gujarat, and other parts of the presidency. The Hindus, who have recently been greatly exercised over the vexed question of the cremation of their poor, may take a note of the fact that the Parsis have a funeral fund amounting to Rs. 3,23,000, which is employed in paying the expense of carrying their dead, of whatever degree, to the Towers of Silence.

Asylum for the helpless poor.

One of the institutions supported by the Panchayet is the asylum at Chowpati for the maintenance of those who are unable to obtain a living on account of old age, infirmity or disease. The building was presented for the purpose by Mr. Cursetji Furdoonji Parekh, and it is very pleasantly situated amidst trees, a little up the hill, at the foot of the long flight of steps leading to the Towers of Silence. Cases of extreme destitution find asylum in this place, and at present it affords shelter to 64 inmates—56 males and 8 females. There are no harsh workhouse regulations; no badge is worn by them to

mark their state of dependence. Individual liberty is allowed to the fullest extent. The men are at liberty to go and come when they like, to see friends and even to stay with them for a day or two; though, as a general rule, being very weak and infirm, they do not stray far from their abode. They are, however, to observe one rule, and that very strictly, that on no account whatever they should beg alms from anybody whether Parsi or Durwand (non-Zoroastrian). The blind, the maimed and the halt furnish a small proportion of the inmates, the blind being permitted to have their boxes containing all their wordly belongings by their bedside. Dr. Cowasji Hormusji is the honorary physician of the asylum, and the secretary, Mr. Nussarwanji, attends there every Sunday to see that the inmates are well taken care of. The vernacular papers are sent to them gratuitously. A small library contains Gujarati works giving the legends in rhyme of the wonderful exploits of heroes of ancient Iran.

Asylum for Irani Parsis.

At the foot of the hill, a short distance from the above asylum, is a dharamsala for Persian Parsis. It is maintained not by the Panchayet, but from a separate fund, which amounts to about a lakh and a half of rupees. The building was erected by Mr. Cursetjee Ardesheer Dadysett in the year 1853, and the accommodation having proved insufficient for the growing number of emigrants from the ancient fatherland, Sir Cowasjee Jehangier added a separate wing to it in 1872. The annual number of those who come here from Persia is about a hundred and fifty—men, women, and children. The men are allowed to stay in this dharamsala till they have found some employment, while no limit of time is fixed for women and children. The dharamsala, at present, affords shelter to 72 women, 37 men, and 91 children.

The Parsis in Persia.

The Parsis of Bombay have extended their care and attention to their Zoroastrian brethren in Persia. They are mostly tillers of the soil, and live in a wretched condition. An Association has long since been founded with the view of bettering the condition of the Iranis, and

of freeing them from the disabilities under which they labour. The representations made by the Parsis in their behalf to the Persian Government have to a great extent proved successful, and chief among the concessions lately procured is the immunity from the poll-tax which weighed heavily upon the remnants of the conquered race in Persia. While forty years ago the trade of Bombay passed chiefly through the hands of the Parsis, they have now been largely superseded by Memons and Bhattias in the field of commerce. They have, however, found means for the exercise of their talent and energy in other fields, and the income derived from these sources have enabled them to hold their own, as a community, with the richest sections of the other races of India, and to sustain with credit their reputation for charity.

HINDOO CHARITIES.

Amongst the Hindoos a good deed is done not so much the outcome of benevolence, as from a sense of religious duty; they justly regard charity as the highest form of religious duty. If a man is rich and has any concern for the welfare of his soul, he must feed the hungry and clothe the naked; he must sink wells for the thirsty; erect temples in honour of his favourite gods; and provide rich repasts for *sadhoos*—that happy class of human beings who toil not, neither do they spin. Wealthy Hindoos are particularly fond of endowing temples, as may appear from the number of *mundirs*, of various degrees of splendour and squalor that are to be seen principally in Bholeshwar, Pydhoni, and Mumbadevi. With the advancement of education and of western notions of enlightenment, however, the Hindoos have begun to learn that there are many other objects as worthy of the benevolence of the rich as those which have been hitherto held in high favour by the orthodox, and it is to this healthy influence that we can trace the origin of the hospitals, dispensaries and schools which have been founded by some of their wealthy members within the past decade or two. Considering the magnitude of the population, and the riches which have been amassed by the mercantile classes of the community,

such as Bhattias and Banyas, the number of these institutions is at present very limited. But their existence is sufficient to indicate the growth of a liberal spirit which is evidenced by the wider scope that is now given to their charity.

Goculdas Tejpal.

It is generally supposed that the Bhattias believe much more in the collection of wealth than in its distribution; and yet it is a Bhattia whose name stands pre-eminent among all classes of Hindoos for the extent and variety of his charities—the late Mr. Goculdas Tejpal. His charity fund, the administration of which has been entrusted to a committee of representative men of the community, has, by the process of accumulation, now come to close upon twenty lakhs of rupees, and the objects towards which it is applied bear testimony at once to the munificence and the enlightenment of the giver. He endowed schools for boys and girls in Bombay, and in various parts of his native country, Cutch. He set apart a large sum of money for the relief of the indigent members of his caste. He gave a lakh-and-a-half for the hospital on the Esplanade which bears his name. He established at a cost of a lakh of rupees a Sanskrit Vidyalaya, at some distance from Gowalia Tank, in a spacious building, which also contains a boarding-school where thirty-five students are at present taught and housed and fed, free of charge. A sum of Rs. 2,00,000 has been set apart to defray the cost of the maintenance of the boarding-school. He established a funeral fund for the cremation of the paupers belonging to his own caste, and a fund to defray the marriage expenses of such of his caste-fellows as cannot themselves afford to indulge in this luxury. With the Hindoos the holy bond of matrimony is essential to the happiness of men and women in after life, and, therefore, it is considered an act of great piety to unite in couples those who might otherwise run the risk of ending their days in hopeless celibacy. Among the educational institutions endowed by Mr. Goculdas, the best known, perhaps, is the Anglo-Vernacular School at Mumbadevi. The institution has hitherto been maintained by Government. But in accordance with the "new departure"

taken by Government in regard to their educational policy, they are shortly going to hand over the control of the school to the committee of the charitable fund. The committee will not only be able to maintain the school from the large amount which is available in their hands, but they also contemplate its conversion into a high school.

Kessowji Jadowji.

The name of Kessowji Jadowji, the Bhattia millionaire, is, for various reasons, well known to the public. He came to Bombay from his native country, when a very young man, with a few rupees tied up in a bundle round his waist; and he died at a very advanced age, leaving behind him large and extensive properties, in the shape of lands, houses, chawls and oarts, and several lakhs of rupees in hard cash. Being a man of extremely frugal habits, his riches increased and multiplied as fast as even his own ruling passion could desire. He survived his only son, and he set apart by his will a large sum of money to be devoted to charities, mostly of the orthodox type. A sanitarium for Bhattias is to be provided from his charity fund at Walkeshwar, and a building is in course of construction in Girgaum, where a hundred "holy persons" will be daily supplied with a free dinner. A dharamsala is similarly to be opened at Kothara, in Cutch, where arrangements will be made for feasting twenty-five men daily; and the will further directed that every day about four annas worth of bread should be thrown to dogs, and eight annas worth of grain to pigeons, at Kothara. Provision is also made for feeding the poor of his caste, and he has generously absolved a Bhattia, against whom he had obtained a decree in the High Court, from the obligation of paying the amount due to him.

The late Sir Mungaldas Nuthoobhoy, Kt., C.S.I.

The total amount given away by Sir Mungaldas Nuthoobhoy, a Banya, in charities up to the time of his death reached Rs. 3,80,657. He aided by his purse the progress of education and enlightenment among the natives of this city,

and he stood forth as an advocate of Hindoo female education and founded a school for girls at a time when it required some moral courage to put enlightened views on the subject in practice. In the year 1875, in commemoration of the marriage of two of his sons—an event which was rendered memorable by the presence of the Prince of Wales, who was then about to start on his grand tour through India—Sir Mungaldas set apart a sum of Rs. 25,000 to form the nucleus of a fund for the benefit of indigent Kapole Banyas, and the fund has since been receiving constant additions by contributions made by members of the caste on occasions of joy or sorrow in their family. In memory of his wife, Sir Mungaldas founded a dispensary at Callian at a cost of Rs. 50,000, handing over to Government a further sum of Rs. 20,000 towards maintaining the establishment. He has provided a sanitarium at Walkeshwar for the benefit of all sections of Gujarati Banyas, and he gave Rs. 3,000 for building a separate ward for helpless Hindoo women in the David Sassoon Infirm Asylum at Poona. Besides establishing schools for girls, he has been paying stipends to poor students of his caste, and has given an oart, worth a lakh of rupees, for caste purposes. Evidence of his public spirit is to be found even in the hill sanitaria of Bombay, where he has provided seats for the weary. Sir Richard Temple, on a public occasion, commended Sir Mungaldas for his breadth of view and liberality of sentiment. The Companionship of the Star of India and an English Knighthood were conferred upon him by Government. He died in Bombay on the 9th March 1890.

Premchand Roychand.

Premchand Roychand, the prince of brokers, was formerly engaged in extensive transactions on his own account. When his successes on the Stock Exchange brought him great wealth, he made princely endowments, which survived the wreck of a colassal fortune. He gave two lakhs of rupees to found the University Library, where the splendid collection of books has lately been brought to some extent within the reach of students, through the exertions of the Undergraduates' Association, and he presented a like amount for the tower and clock in commemoration of his wife Rajabai. He presented Rs. 2,00,000 to the University of Calcutta to establish a travelling fellowship, and the Scottish Orphanage, at Mahim, is indebted to him for a contribution of Rs. 60,000. Miss Prescott's School received a gift of half a lakh, while the Training College at Ahmedabad received Rs. 80,000. These, along with other charities, reach a magnificent total of about ten lakhs of rupees; his principal contributions were made in the cause of education.

Mr. Jugonnath Sunkersett.

The Marathi Hindoos had a very estimable representative in the late Mr. Jagonnath Sunkersett, a member of the Bombay Legislative Council—the first Hindoo who was admitted to the Council. He was one of those who assisted in the formation of the Native Education Society, and he contributed large sums of money towards the furtherance of higher education at a time when it had just begun to attract the attention of natives. He presented to the Bombay University a sum of Rs. 40,000 to endow six Sanskrit scholarships in his name; and made a donation of Rs. 25,000 towards the Victoria and Albert Museum when it was thrown open to the public. A charitable dispensary and a school, which commemorate his name, owe their existence to his liberality. As an advocate of female education he assisted in the formation of the girls' schools, started under the auspices of the Students' Literary and Scientific Society. His stately presence was a familiar sight at almost all the public meetings that were held in his day, and for the active part he had always taken in the social and political advancement of his countrymen, they publicly voted him a statue, which occupies a place in the Town Hall amidst the group of warriors and statesmen, whose lineaments are preserved there in marble.

Humane instincts of the Hindoos.

Among Hindoos who have distinguished themselves by their charities, we must not forget the name of Vurjeewandas Madhowdas, a Banya merchant. The Madhow Baugh, where the Hindoos hold their feasts and caste meetings, is the gift of his wealthy family. A similar public hall, called Javer Baugh, has been presented by another Banya merchant, named Candas Narondas, who was once a very rich man, and had set apart a large sum for such objects of charity as, in the eyes of the orthodox, are best calculated to secure the salvation of the soul. There have been many men, besides those mentioned here, of high estate and great riches among the Hindoos who unostentatiously left money, without any idea of perpetuating their memories, for the feasting of Brahmins, and the feeding of cows, dogs, and pigeons. To this spirit is due the endowment in Pinjrapole, the asylum for aged and infirm animals of all sorts. The funds of this unique institution are in a most flourishing condition, and they are constantly fed by voluntary contributions from merchants and shopkeepers, some of whom actually set apart a small percentage of their profits for this purpose. This love and reverence for animal-life springs from a profound religious sentiment, which only requires development in the right direction to make it comprehensive enough to include human beings.

VII.—THE CLIMATE AND WAY OF LIFE IN BOMBAY.

We may appropriately conclude this part of the *Guide* with a few remarks on the climate and way of life in Bombay. It is unnecessary for us, in these days, to assure the reader that Anglo-Indians are not a distinct species of the human race, and that the manners and customs of Englishmen in India are, with very slight variations, the manners and customs of Englishmen at home. *Cœlum, non animum, mutant, qui trans mare currunt.* The impe-sious demands of climate cannot, of course, be altogether dis-regarded ; but the influence of fashion is, as a rule, superior to that of climate, and the general ambition of Englishmen is to live in Bombay as they would live in London. Every one dresses in broadcloth of thin material, and the only visible difference in attire is that the sola topee, or pith hat, is commonly worn in the day time, though in the evening, and even in the morning, on occa-rions of ceremony, the tall black hat is *de rigueur.*[1]

The Climate and Seasons.

The climate is, for most part of the year, not so excessively hot as to make this adoption of European fashions intolerable. Even in the months of May and October, the hottest of the whole year, the heat is tempered by cool breezes ; and the residents of Bombay think so little about the state of the thermometer that very few of them use in their offices or bed-rooms the punkahs which are indispensable to existence in other parts of India. The cold weather, during which the north-east monsoon blows, lasts from November till the end of March ; and the climate at this season is delightful. The south-west monsoon, which brings the rain, sets in about the beginning of June, and the rainy season lasts, with wonderful regularity, from the second week in June till towards the end of September. The average rainfall is about 80 inches ; and this heavy fall and the vicinity of the sea make the climate very moist

[1] Fashion has begun this year (1876) to show itself more sensible in this respect, and the round hat, so commonly worn now in England, is at last tolerated at the Apollo Bunder. The tall hat being only worn at church or levees.

all the year round. Anglo-Indians, fresh from the dry air of the Deccan and Hindustan, are accustomed to denounce the atmosphere of Bombay as that of a vapour bath, and it must be acknowledged that, even in the cold weather, the air is relaxing rather than invigorating. The land wind, too, from the north-east, is charged with rheumatism and ague; and on the whole the cold season is less liked by old residents than by strangers accustomed to cold winds. It is pleasant enough in Bombay during the monsoon, when one has become accustomed to the rain, which is generally good enough to leave off for an hour or two in the evening, to allow one to go out for a walk or ride. In the hot months, too, the regular sea-breeze which springs up as soon as the earth has been warmed by the sun renders one indifferent to the heat, and there is no chill east wind at night to stiffen one's bones. The cold season, however, is the season when everyone comes to Bombay. Even the Bombay Government stays here sometimes from the end of November to the end of March; though in most years it takes itself off to Matheran or Mahableshwur at the end of February, moves to Poona at the end of May, and does not come down to Bombay till November. Thus, this city is really the seat of Government for not more than four months of the year, though, on the other hand, the places to which the Government migrates are within easy reach—a day's journey—of the Presidency town, and not so far off as Simla is from Calcutta. Society, of course, follows the lead of the Government, and everyone who can find a plausible excuse for doing so leaves Bombay for Matheran or Mahableshwur during the hot weather, and for Poona during the rains. Poona is in itself indeed a second capital of Western India. It is the head-quarters of the army; several departments are permanently stationed there; and it can boast of the finest Governor's palace in India, a council hall big enough for a parliament of Western India, instead of the dozen legislators who assemble in it three or four times a year, and a climate during the rains which is as pleasant as that of an English summer.

Amusements in Bombay.

It is only therefore in the cold season that Bombay society can be seen to the best advantage There are few amusements even then. During the year 1876, however, some energetic gentlemen established the Bombay Gymkhana, of which H. E. the Governor is patron, and the Hon. Lyttelton H. Bayley, president, and to which cricket, football, boating, polo, golf, and gun clubs are affiliated. Through the exertions of Captain Maryatt, R.E., the Gymkhana obtained from Government the grant of a triangular piece of land on the Esplanade, pleasantly shaded with trees, and in a convenient situation near the Queen's Statue. On this ground a handsome pavilion, designed by Mr. John Adams of the P. W. Department, and built under his superintendence, has been erected, at a cost of Rs. 19,000, raised by subscription, the Parsee Knight, Sir Cowasjee Jehanghier, generously contributing Rs. 5,000 of this sum. In the pavilion are a badminton court and a refreshment bar. The rest of the Gymkhana ground is laid out in a bowling green, tennis courts, and garden. A skating rink was one of the attractions of the Gymkhana, and was frequented by Bombay society, and, as it was open to public view on two sides, the skating afforded as much gratification to crowds of amazed native lookers-on as to the skaters. Officers of military, naval, and civil services and members of the Byculla and Bombay clubs can become members without ballot. The committee are, moreover, empowered to extend the privileges of membership, free of entrance donation and monthly subscription, to any visitor in Bombay whose stay does not exceed one month, should he remain in Bombay. The large Esplanade lying in front is used for cricket, polo, and golf by the more athletic members, who have an annual meeting during the early part of every year. The Gymkhana Athletic sports form quite a fixture, with similar other meetings, notably of the volunteers and the civil and military, and are looked forward to by our local athletes.

The Gymkhana.

The Theatre.

The city can boast of two European Theatres—the Gaiety and the Novelty, and this is about the only—but grievous—fault found with Bombay. It has grown quite a European city but in this respect. Travellers in English cities and on the Continent can always pass an evening away in any of the numerous theatres always to be found there, but here a stranger finds but two theatres in the place, frequently unoccupied. The present Theatres were built as a partial remedy for this evil, it, however, are rarely engaged and of little use. Dramatic companies did come out from England, and were brought out by subscriptions, but they are generally of the second-class order, and seldom attractive. The main causes of the lack of amusements of this kind is solely owing to the very small European population of the city, and the way in which it is scattered. It is thus difficult to fill the theatre, and no company, even a second-rate one, will play to an empty house. We are occasionally visited by circuses, and they are well attended less by the Europeans than by the natives. Five or six theatres in Grant Road are used by natives, and the European, wishing to witness the drama on the native stage, will be re-paid by a visit to one of them. Occasional concerts are given in the Town Hall; the Governor and the Byculla Club each give a ball once a year.

Calling.

The hours for calling in Bombay are between 11 a.m. and 2 p.m., and, in the afternoon, from 4 to 5 o'clock. People generally breakfast at 9 or 9-30 a.m., take tiffin at 1-30 or 2 p.m., and dine at 7-30 or 8 p.m. From about five in the evening till dinner time walking, driving, or riding is, for the European population, the order of the day, the favourite places of *rendezvous* being the bandstand on the Esplanade when the band plays, and, on other evenings, the Apollo Bunder, which is often, and especially on mail nights, inconveniently crowded with carriages. The ladies sit in their carriages, instead of getting out and walking, and gentlemen stroll about, paying their homage where they will.

The Evening Drive.

Shopping.

There are many excellent shops in Bombay, at one or other of which every article of merchandise, European and native, can be obtained. The principal European shops are situated in Rampart Row, Church Gate Street, Apollo Street, and Meadow Street. Ladies who do not object to a native crowd, and who know something of Hindustani, may make good bargains sometimes in the Cloth Bazaar, situated at the entrance to the native town, near the Crawford Market. Shopping is generally done in the evening between 4 and 7 P.M. All kinds of calico can now be purchased as cheaply in Bombay as in England. An immense amount of business is done here, as elsewhere in India, by the travelling

The Borahs.

Borahs, who go round with their packs from house to house, and will sit in a verandah for hours together, unpacking their bales for the inspection of the ladies of the house—who are usually delighted to find such cheerful occupation during the hot midday hours—and, with marvellous patience, never uttering a word by way of complaint even if, after all their goods have been displayed, nothing is bought. Many of these men are wealthy, and have large stocks to trade with. Jewellery from Trichinopoly and Delhi, London, and Paris; shawls from Cashmere and Umritsur, Rampore chudders, Dacca muslins, Cutch and Cashmere silver and gold work, silks and satins from China and Europe, all the stores of the milliners', hosiers', and haberdashers' shops, Bombay workboxes, cornelians, agates, carbuncles, pearls, rubies, and diamonds—the catalogue might be extended indefinitely without exhausting the list of the goods brought to the door in one day by a constant succession of indefatigable and often invaluable Borahs. One caution must be given to strangers: the Borah, as a rule, has no fixed price, but asks as much as he thinks it is safe to begin with, and then allows himself to be beaten down. Generally, he manages to get the best of the bargain in the long run; but ladies sometimes outwit him, and yet he never loses his temper. He is, as a rule, very partial to gambling, and will

sometimes stake the whole amount of a good morning's work on the toss of a rupee with his customer—double or quits.

The Clubs.

The pleasantest places to live at in Bombay are the Byculla and Bombay Clubs, where a traveller may be sure of meeting people to talk to, and of not being obliged to go to sleep immediately after dinner for want of anything else to do. The Byculla Club has a great prestige, but its situation is very much against it, and its Committee have decided to sell the building and lands if they can get a good offer, and transfer the Club to some suitable locality in the Fort. It is now nearly surrounded by mills and other buildings, and occasionally gets the full benefit of the main drain along with the sea-breeze. This club, originally a sporting club, now consists of several hundred members of the civil and military services, merchants, bankers, lawyers, and others. The admission is by ballot, the entrance fee being Rs. 200, with a monthly subscription of Rs. 6. The Club-house has sleeping-rooms for about forty members, and in addition a number of tents are usually pitched in the compound during the fine summer weather. Some of the rooms can only be occupied for a month, others, classed as chambers, for two years. For the latter there is always a strong demand, and the list of applicants is so numerous that sometimes a member has to wait a year for a vacancy. It is prudent, therefore, for members who propose taking up their abode at the Club to put down their names long beforehand. The expense of living for a resident member need not exceed Rs. 350 a month, without including cost of conveyance. Members of the Bengal and Madras Clubs are admitted honorary members of the Byculla without ballot; and a similar privilege is accorded by the clubs of Madras and Bengal to members of the Byculla Club visiting those Presidencies.

The Bombay Club consists, like the Byculla, of members of the civil and military services, as well as non-official gentlemen; but the last class greatly predominate. The entrance fee is Rs. 100, and the monthly subscription Rs. 6. Honorary members who are not required to pay any entrance fee, can be admitted by the committee

without a ballot. The club has moved into one of the new houses in Rampart Row near the Frere Fountain. The new Club-house is a very great improvement on the old building. The table is as good as that of the Byculla, and there is no more convenient place in Bombay for anyone to live at. The project of erecting a new building for the club somewhere near the Church Gate Station is under consideration.

The Royal Alfred Yacht Club, situated in a charming spot commanding a magnificent view of the harbour, has large number of members. The entrance fee is Rs. 200, and the monthly subscription Rs. 5. It is the most pleasant place in Bombay to spend an evening.

A new Club, founded by Parsees, was opened on the 19th July, 1884. It is named after Lord Ripon, and is on the principle of English clubs. It consists of over two hundred members, all Parsees. The entrance fee is Rs. 100, and the monthly subscription Rs. 5. It is situated in a good locality in Hornby Row facing the sea, and is very tastefully and elegantly, if not luxuriously, fitted up. Most of the Indian and the principal London papers are placed on the table. There are three billiard tables in one of the rooms, which has been fitted for that purpose. The Club is located in its present quarters as a temporary measure, as it intends to build a club-house of its own. Admission is by ballot. The Hon'ble Sir Jamsetjee Jejeebhoy, Bart., C.S.I., is the President. Residential rooms have been provided for up-country members.

Another club, but of a second-rate order, has been established by the Volunteers. The institution is solely for the promotion of social intercourse among civilians, who are members of some Volunteer Corps or Reserve Volunteer Corps, and also of athletics, sports, and amusements of a rational kind. The club is in its infancy, and the admission fee is small, entrance being by ballot. The club has rooms in Elphinstone Circle; they are spacious and fitted up with all convenience. Close too, also, is a somewhat similar club, called the Carlton, much in favour among the middle classes; while in the new Sirdar's Mansions, on the site of the old Secretariat, the members of the German community, now very numerous, have established a Liederkranz of their own.

Hotels.

There are numerous hotels in Bombay, in the leading ones of which praiseworthy attempts have latterly been made to meet more fully the wants of European residents and visitors. Watson's, the Great Western, Pallonjee's (the Adelphi at Byculla and the Victoria Hotel on the Esplanade), and the Apollo are the best. We may also mention Mrs. Taylor's and the Temple Bar in Rampart Row, and the Family Hotel at Cumballa Hill. Rs. 5 a day may be stated as the average charge at a first-class hotel here; but terms for monthly boarders are reasonably low, and abatements on the daily tariff of from twenty to thirty per cent. are made. Excellent breakfasts, tiffins, dinners and suppers, at moderate charges, are provided at the Refreshment Rooms on the Apollo Bunder, which are also much resorted to in the evening by the lovers of gossip and billiards. The cost of conveyance is one of the heaviest items of expenditure in Bombay, a one-horsed shigram being rarely obtainable under Rs. 5 a day, and broughams, phaetons, &c., being charged for at the rate of Rs. 6, 7, and sometimes even Rs. 8 a day. Victorias, however, are cheap, and tramway fares very low; and it is possible to do a good deal of walking in the Fort without exposing oneself too much in the sun.

Bombay Tramway.

The Bombay Tramway was originally projected in 1864 by Messrs. Stearns and Kittredge, on the joint-stock principle, and articles of agreement between the Municipality and the grantees were duly entered into and executed in February 1865; but like many other schemes intended for the improvement of the city, that of the tramway had to be shelved, owing to the financial difficulties which had overtaken Bombay. In October 1870 the proposal for a horse tramway was revived by Messrs. Stearns, Hobart & Co., who offered to form a company with sufficient capital to carry out the concession made to them in 1865, but as it appeared that that agreement had been entered into by the then Municipal Commissioners *ultra vires*, the whole question was submitted to the Bench of Justices; a select committee of which body recommended that tramways should

be laid down, and, if possible, by the Municipality. Messrs. Lawrence and Co. and one or two other persons entered the field as competitors, and offered to undertake the laying and working of the "tracks;" but at a meeting of the Corporation, held in April 1872, it was decided to advertise for tenders in the local and London papers. Eventually the tender of the original promoters of the scheme was accepted, and on the 6th March 1873 sanction was given to a contract with Messrs. Stearns and Kittredge, the principal conditions of which are that the agreement shall remain in force for twenty-one years from 12th March 1873, at the end of which period the Municipality will have the right of purchasing the whole concern, on paying the grantees the *bona-fide* value, plus compensation for good-will, and so forth, equal to twenty-one years' purchase, calculated on the average profits of the previous three years. For these valuable concessions the Company pay a rental of Rs. 3,000 per mile for double, and Rs. 2,000 for single tracks, and as at the present time there are (exclusive of sidings) 10 miles of double line, and 3 miles of single line, open for traffic, the yearly rent paid to the Municipality is Rs. 36,000. In addition to this, the Company, which consists of a few private individuals, most of whom reside, we believe, in New York, are bound to maintain and keep in repair, not only the space between the tracks, but eighteen inches beyond on either side thereof; and in consideration of such payment and maintenance, the horses and cars are exempt from taxation. The administrative offices, recently built, and the principal stables are at Colaba, but there is a large stable at Parel, opposite the Victoria Gardens. In the two depôts not less than 800 horses, the number required for the purposes of the company, are located. Under their Act (I. of 1874) considerable powers are vested in the Company, but the Municipal Commissioner has the right to regulate the rate of speed to be observed in travelling on the tramway, the distances at which cars shall follow one another, and so on. The line starts from a point at Colaba near Sassoon's Dock, and runs along a double track to the Money School via Hornby Row and Cruickshank Road. It then proceeds by a single track along the Kalbadavie Road, and from thence by a double track along

the main road, over the new Byculla Bridge as far as Parel. From the corner of Cruickshank Road to the Arthur Crawford Markets, the line is double, but from there the line passes through Syed Abdool Rahimon Street in a single line of Pydownee, where it joins the other line on the Parel Road. Where the line is single, there are "turn-outs" or sidings to enable the cars to pass one another. There is a double line of track from the corner of Cruickshank Road by way of Mody Bay (Rampart Row East) to Elphinstone Circle, and by Marine Street to the Wellington Fountain near the New Sailors' Home. Another single line runs from the Money School to the Portuguese Church at Girgaum. There is also a double track from Pydownee to the railway station at Grant Road and a double track from the Girgaum line near the Money School, passing along by the Crawford Markets over Carnac Bridge, and along Frere Road to the G. I. P. Railway goods station at Warree-Bunder. At the Carnac Bridge there is a junction of a new double track of lines which branched off at the Town Hall and passes through Mody Bay and along Frere Road.

Servants.

The nice distinctions of caste are not so closely observed by the lower classes in Bombay as in Bengal; and Europeans are not therefore compelled to encumber themselves with a multitude of servants to attend to every separate detail of duty. Wages, on the other hand, are high. A bachelor can get on comfortably enough, if he lives at an hotel or boarding-house, with a boy or body-servant to wait upon him, and a groom to look after his horse, if he keeps one. The cooks, butlers, and boys are recruited mainly among the Goanese (native-born Indians of Portuguese descent) and Soortees, and their wages vary from about Rs. 10 to Rs. 20. Other menial servants are hired at proportionately lower rates.

Letters.

There are five deliveries in Bombay every day: at 8 A.M., 10 A.M., 1 P.M., 4 P.M., and 6 P.M. The inland post goes out at 7 P.M. for Bengal, N.W. Provinces, Oudh, Punjab, Sindh and Baluchistan, Central India, Central Provinces and Berar, Post Towns, on the N. E. Line of the G. I. P. Railway; for Poona, Satara, Bangalore, Dharwar and Post

Towns in Madras Presidency, Mysore Territory, and also on the S. E. Line of the G. I. P. Railway at 7 P.M.; and for Post Towns on the B. B. & C. I. Railway in Gujarat, Cutch, Kathiawar, Ahmedabad, and Rajputana, at 7 P.M. For Post Towns on the B. B. and C. I. Railway between Bombay and Surat at 9 A.M. For Southern Konkan, *i.e.*, Alibag, Pen, Nagothna, Mahad, Khed, Ratnagiri, Rajapur, Malvan, Vengurla, and Goa Territory at 11 A.M. For Poona and Post Towns on the S. E line of the G. I. P. Railway between Bombay and Poona at 7 A.M. For Post Towns on the N. E. line of the G. I. P. Railway as far as Jubbulpore and Nagpore in Central Provinces and Berar, Mhow, Indore, and Kamptee at 6-0 A.M. For Post Towns in Southern Konkan, *i. e.*, Alibag, Khed, Dapoli, Chiplun and Guhagar, and also for Uran, Panvel, and Belapur at 6 A.M. For Belgaum, Dharwar, Bangalore, Mangalore, and Post Towns on the S. E. Line of the G. I. P. Railway between Bombay and Poona, in Poona, Deccan, S. M. Country, Kanara Divisions, also for Goa Territory at 1 P.M. The Overland Mail for England is despatched on every Saturday at 2 P.M., and closes at 12-30 P.M. for letters and newspapers, and 12 P.M. for books and patterns. Late packets are received on payment of extra postage of As. 2 up till 1-15 P.M. at General Post Office, and on board till the hour of the steamer's departure (2-0 P.M.) at an additional fee of 4 annas. Postage on Inland letters not exceeding ½ tolah ½ anna, 1 tolah 1 anna, above 1 and not exceeding 2 tolahs 2 annas. On letters to the United Kingdom not exceeding ½ ounce via Brindisi 2½ annas, 1 ounce 5 annas. (*For Overland Parcel Post, see Part II. of the* GUIDE.)

Newspapers.

There are two English daily papers published in Bombay, the *Bombay Gazette*, and the *Times of India*, besides almost innumerable vernacular news-sheets.

Horses.

Bombay is one of the chief markets of the East for Arab horses, supplies being obtained from the breeding districts of Turkish Arabia near the head of the Persian Gulf. Persians, Walers, and country-bred horses may also be found in the Bombay stables. The prices

for riding horses range from about Rs. 200 to Rs. 2,000. A large number of Australians have been imported recently. English horses are rarely imported except for racing or breeding purposes; though now and then a wealthy native may be seen driving a handsome English pair in his carriage.

Money.

The current coin of India is the silver rupee, which is nearly equivalent in intrinsic, but not in exchangeable value, to the English florin or two shillings. The rupee contains sixteen annas and there are silver coins of eight annas (one shilling), and four annas (six pence), and two annas (three pence). The copper coins are the anna (twelve pies or 1½d.), half anna (six pies or ¾d.), quarter anna (3 pies or ⅜d.), half pice (1½ pie), and pie. The currency notes issued by the Indian Government are of the values of Rs. 5, 10, 20, 50, 100, 500, 1,000, and Rs. 10,000. They circulate at par only in the respective currency circles into which India is divided. With certain restrictions they can be cashed at par at all the circles without reference to the particular circle to which they belong, the extent to which such encashment can be made being notified every day at the offices of issue. English sovereigns are always saleable at a premium in Bombay.

Sports.

The sportsman has ample opportunity of gratifying his love for shikar within easy distances of Bombay. Immediately the paddy (rice) is lowered after the monsoon, generally about the first week in November, snipe begin to make their appearance varying, of course, with the season as to their numbers. The earliest grounds are Ingenie, Rewas, Lohapodder, and Bailpodder, and innumerable grounds all up the Panwell Creek; later on, Jhankekharry several grounds near the Vitturney river, Revdanda, and a few good places on the right-hand side of the Nagotana river, past Dhurrumter. All these places are accessible by an ordinary bunder-boat, and bags of snipe from 15 up to 20 couples are constantly made; and, in one notable instance, a bag of 63½ couples by one sportsman has been accomplished.

Later in the season, as the paddy fields dry up, and at nearly all the above places, the large grey quail can be found in numbers, 100 couple a day by one party of sportsmen being by no means an unusual bag. The black-breasted or rain quail, so common in the Deccan, is seldom, if ever, met with.

A good day's sport can be obtained in the hot season at the painted partridge (*francolinus pictus*) near Tannah and Powey, and in certain vicinities of the Vehar Lake, where they seem to delight in grassy plains and open country scattered over with low bushes, and in the season, Tannah is a locality not to be despised or forgotten by the sportsman bent on sniping, although the walking is far from pleasant, being through deep chickle, or black mud. During the cold weather, also, innumerable flights of duck and teal visit the shores on the opposite side of the harbour of Bombay, and fair bags are of frequent occurrence. Curlew are met with up all the creeks. Penn is also a good locality for partridges and hares.

A ground little known to sportsmen, within five or six miles from the Narel station, easily reached by ponies which can be obtained there, would afford the sportsman a good outing and enable him to make a mixed bag of duck, teal, snipe, hares and partridges.

The *gallinago major*, or solitary snipe, is said to frequent the swamps that surround the Harbour of Bombay ; but we know of only two reliable instances, and they were shot at different times by a sportsman of undoubted authority. He says that the bird is unmistakeable, and known at once by the monosyllabic " bad, bad," uttered immediately it is disturbed. He, moreover, carefully took the weights of each bird, and found their respective weights nine and nine and a half ounces ; whereas an ordinary full snipe rarely if ever exceeds four ounces in weight.

The pin tail snipe is also to be met with in large numbers during the snipe season, and, except to the experienced sportsman, usually mistaken for the full or common snipe *gallinago media*. It can easily be distinguished from the common snipe by examining the tail feathers : the common or full snipe's tail containing from twelve to fourteen feathers ; whereas the pin tail possesses in excess of those feathers, several smaller ones on either side, making in the whole from twenty to twenty-two. The pin tail snipe has, moreover, darker bars or more defined stripes under the wings. It is a mistaken

idea to suppose, as it is by some, that the pin tail snipe is the male of the full snipe; several specimens have recently been dissected and found to be of both sexes. It is, therefore, believed to be a distinct breed. The jack snipe *gallinago minima* is common everywhere; also the painted snipe.

Many varieties of duck and widgeon, as well as golden plover, sandpipers, redshanks or timbrells, and other sea birds, are found at times in hundreds, feeding on the muddy flats inland from the sea, in the shallows, creeks, and sheltered reaches.

By going about twelve hours' journey as far as the Neriad or Mehmoodabad stations on the B. B. and C. I. Railway some of the best districts in Gujerat may be reached, where, in addition to any quantities of wild fowl of all kinds, quail and partridge abound, and where also excellent sport may be had with the rifle at neelghai antelope or gazelle, all of which are very numerous throughout the plains of Gujerat.

In the months of February, and early in March, excellent quail shooting can be had among the grain stubbles in the Ahmednuggur and Poona districts; but later than this, although shooting of some kind or other may be pursued throughout the year, the weather becomes too hot to render it either pleasant or prudent to continue it.

Big game, as a rule, is little sought after—the Bombay sportsman being seldom able to devote so much as ten days or a fortnight for that purpose; but if he can do so, and is fortunate enough to possess a good shikaree, there are many places worth visiting where sambur, cheetul, baikree, hog, deer, or pisoorie, panthers, bears, bison, and even tigers are now and again met with, and brought to bag. Most of the jungles are full of wild pig (dookar), and wild cats, civet cats, and porcupines are frequently shot.

It must be understood that these notes chiefly refer to Bombay and its neighbourhood. In the mofussil or up-country, and especially in Sind, of course better and a far greater variety of shooting is to be had; but the best information on these points may always be had by local enquiry wherever a sportsman may happen for the moment to be travelling.

A stranger in Bombay, and one who does not know the surrounding shooting-grounds, would do well to provide himself with a shikaree. They all know the various localities, and they are easily obtainable after the monsoon, when they leave their native countries for Bombay in quest of employment. Their pay is from Rs. 15 to Rs. 20 per month.

VIII.—NATIVE FESTIVALS HELD IN BOMBAY.

Indian Festivals and Customs.

Every intelligent Englishman has heard a great deal about the humours and peculiarities of Indian festivals. These have frequently formed the theme of missionaries and travellers, and as a rule the incidents attaching to them have not been permitted to lose any part of their extraordinary characteristics in the telling. The horrors of the Swinging Festival, the excitement and grief displayed by Mahomedans during the days of the Mohurrum or month of mourning, the gorgeousness of the Dewalee, sometimes known as the Feast of Lanterns, have each been compelled to do duty in stirring within the breasts of susceptible Englishmen a deep interest in India and her institutions. The traveller who comes to India now-a-days will be disappointed in many things. He need not, for instance expect to see men suspended in the air by hooks stuck in their flesh; women mounting the pyre to follow their husbands into eternity; nor hundreds of unfortunate wretches submitting to be crushed to death under the wheels of Juggernaut's car—these and kindred Hindoo institutions have been swept away under British rule, and happily are never likely to return. Occasionally from some remote part of India there comes a report of a suicide by suttee; but as a rule there is nothing now beyond the ordinary exertions of priests and holy beggars to stimulate the fervour either of Hindoos or Mahomedans. Perhaps the most exciting event, after the old style, of propitiating sanguinary deities by torturing the flesh that is permitted by Government in this Presidency, is the penance performed by a fakeer on the banks of the river at Poona, who suspends himself over a slow fire and chants monotonous prayers to excite the pity and charity of passers-by; but even in this case, there is nothing exceedingly horrible, for the holy man keeps his fire so low and himself so high that there is no reason to doubt that he will yet die a natural death. He used to draw crowds to see him, but lately he has ceased to attract so much attention, and the feeling of disappointment entertained by some ferociously disposed sight-seers was indicated by a

man saying the fire wasn't half big enough and venturing to poke up the slumbering ashes with his walking stick! Of course if the exhibition were a positively cruel one, Government would not permit it, notwithstanding that it is agreeable to a large number of good people who naturally consider that if there must be sacrifices for the sake of religion it is best to have them done vicariously; and the present feeling of aversion entertained by the authorities to deeds of objectionable penance was exemplified two or three years ago, when a holy Hindoo mendicant perched himself, like another Simeon Stylites, upon the top of a pole in a large tank in Bombay. He intimated that he would never come down again, but the police compelled him to leave his perch, and an incident which a little more than half a century ago would probably have deeply wounded the religious susceptibilities of the people ended in being considered rather amusing than otherwise.

It is not to be supposed, however, that though many of the old festivals and customs of the country have lost much of their sanguinary character, they are not still full of interest to the stranger. Many of the spectacles which may be witnessed in Bombay are still sufficiently curious and picturesque to satisfy romantic temperaments and do credit to the stories about Oriental magnificence which the Arabian Nights and kindred works have been the means of circulating throughout the world. The beauty of a Bombay Dewalee, when native merchants count up their gains for the past year and resolve by lamps and prayers to propitiate in the coming year the favour of Lakshmi, the goddess of light and wealth, is still remarkable; the festival known to Englishmen as Cocoanut Day, when, in the belief that the rainy season is over, and trading craft may venture on the sea with safety, thousands of Hindoos, dressed in every hue of colour, troop down to the shores and throw their offerings of fruit and flowers to the waves that steal in upon the beach, is still sufficient to satisfy the enthusiasm of lovers of the strange and picturesque; the days of the Mohurrum, when bands of Soonee Mahomedans carry through the streets tinselled imitations of tombs (called taboots) and other emblems

of the death of Hoosain and Hassain, whose names are shrieked out by the excited people as they dance and leap along to the accompaniment of drums and shrill pipes, and when the sects of Mahomedans who regard the death of Hoosain and Hassain as a great calamity, instead of a subject of mirth, meet in their temples and beat their breasts until the blood spirts forth at every blow and wail with grief as their priests read them the story of the assassination of the brothers—these days of strange abandonment to mourning on one side and hilarious rejoicing on the other, are still full of a romance which few festivals in the world can approach. Bombay is peculiarly suited for picturesque displays. Sea and mountain, the former thickly studded with sail and mast, and the latter crowned with feathery palms that shoot aloft into the clear azure of an Indian summer's day, form admirable adjuncts to gatherings of natives clad in the bright costumes that belong to Hindoos, Mahomedans, and Parsees. If, therefore, the stranger who comes to this city is fortunate enough to see some of the principal festivals, he will have no reason to regret that the influence of British rule has swept away many of the licentious and barbarous characteristics that used to accompany a great holiday in this Presidency.

Dewalee Holidays.

The etymology of Dewalee is said to be Dipa (a lamp) and Ali (a row). Formerly, it used to be celebrated by human sacrifices to Bhowanee, the patron deity of the Thugs; but latterly the goddess Lakshmee has become the principal deity worshipped during the festival. The Dewalee generally lasts five days in November, and the natives employ this period in adjusting their accounts and cleaning their houses.

Cocoanut Day.

The date of this festival varies, but it generally takes place about the end of August. The ceremony of throwing offerings to the sea takes place at Mody Bay, which is on the harbour side of the island, and sometimes on Back Bay—that lovely crescent of

water which lies on the western side of the city, and between the slips of land known as Malabar Hill and Colaba.

Here the Brahmin prays a prayer, the burden of which is that the monsoon being well over, God will be pleased to keep the sea quiet so that ships may move along it in safety. The prayer is repeated the celebrant throws into the sea some holy water which the Brahmin has poured into the hollow of his hand from a *lotah*, then some red paint, also given by the Brahmin ; then the flowers, then some rice, and last of all the cocoanut—these being emblems of the produce of the land, and as such best fitted for presentation to the deity. The Brahmin then daubs his finger in a dish that looks like a rouge plate and makes a "poojah mark" on his disciple's brow, and the ceremony is at an end. The cocoa-nuts, if they were not taken out from the sea again by careful worshippers, are scrambled for with much zeal by naked coolies, who sometimes swim out a little distance and there invite the devotees to throw in their offerings, and just see how they would struggle for them. The coolies afterwards re-sell the nuts, which again are sold at a reduced rate to those who had no cocoanut of their own, and thus the sea deity is robbed of a number of individual offerings.

The Festival of the Eighth Incarnation of Krishna.

The story told by the Hindoos of the eighth incarnation of Krishna, bears some slight likeness to King Herod's attempt to massacre the innocents, or to the mythological tale of Saturn and the reason for his being so fond of his own children, is that Klans, the king of Mathura, being told by a prophet that a child of his sister Devakee would kill him, resolved to murder all her children. Klans accordingly killed six of her children ; the seventh was made away with by some divine interposition, but she had an eighth, however, who was no less than Krishna ; and she saved his life by removing him to Gocul, where he was brought up under the care of

a cowherd. Of course the due dramatic effect of the prophecy took place, and the god slew his wicked uncle. Krishna in this incarnation became a great admirer of the ladies, having as many as 16,000 wives; but it must be remembered that in his previous avatarship in Oudh he scrupulously attached himself to but one "mistress of his soul." Whether or not it be for the reason of his great admiration of women, especially milkmaids, that the Hindoos regard this incarnation as one of Krishna's greatest, we are unable to say; but undoubtedly they are very proud of him for his performances in his eighth appearance on the terrestrial stage. All night (the night on which Krishna was supposed to be removed to Gocul) worshipping the image of the god and reciting the shastras the men spend in the temple. Then next morning dance in the streets, some clinking cymbals, and several making a noise with brassy drums. One man, supposed to be inspired, takes a whip and lays about him in a very miscellaneous fashion; if a Hindoo jumped before him, clashing cymbals over his head, he is pretty certain to thong that excited worshipper, and then he is just as likely as not to turn round and lay the lash over the naked shoulders of somebody leaping behind him. None of the fellows who are lashed seem to take the whipper's attentions at all amiss; if anything they appear to like it; but in truth the whip is not laid on very severely. Formerly the worship of Krishna during the midnight watches, and the subsequent lashing with whips, used to be common among Brahmins, Purbhoos, and other good castes, but latterly the celebration of these ceremonies has been performed chiefly by the lower classes of the Hindoo population.

The Mohurrum.

This is the greatest festival in the Mahomedan calendar, and yearly it causes a certain amount of excitement in Bombay as well as throughout India, as the enthusiasm which the different sects of Mahomedans are wrought up to would willingly find vent in a breach of the peace if strong measures were not taken to keep it within bounds. Hossain and Hassan were the grandsons of the prophet Mahomed, whose favourite daughter, Fatima, was their mother; Ali, the fourth, or, as the Sheeahs consider, the first Caliph, being their father. By one means or another the young men met violent deaths, and those sects of Mahomedans, such as Sheeahs and Khojahs, who believe that their father, Ali, whom they succeeded, was their first lawful leader after Mahomed, mourn their death during the period of the Mohurrum; while the Soonees, who hold a contrary belief, rejoice during the same period. Where, therefore, there are Sheeahs and Soonees in a community

it is prepetually liable to be torn by brawls during the Mohurrum. In Bombay the military and police have much hard work and anxiety during the feast, and in February 1874 the serious riots known as the Mussulman and Parsee Riots (which took place a short time before the Mohurrum), in the course of which a crowd of Mahomedan roughs wrecked several Parsee temples and caused a considerable number of violent deaths, showed what an excitable festival the Mohurrum is, for the Government at first prohibited the usual processions, fearing that the Mahomedans would recommence the riots when under the excitement of their great religious festival. In March 1872, shortly after the assassination of Lord Mayo by a Mahomedan, the advent of the Mohurrum in Bombay caused considerable uneasiness, and the following account of what took place on that eventful 20th March will be found interesting:—

Yesterday the taboots were dipped in the sea, and the ill-will and religious frenzy of the two great sections of Mussulmans who mourn for or rejoice over the death of Hossain and Hassan must be bottled up for another year. On this occasion there were serious apprehensions of a large disturbance; and that there has not, is due to the extraordinary precautions taken by Mr. Souter and Mr. Vincent, the police officers. The number of taboots has not been so numerous as they were last year, but there has been no diminution of the hatred of the factions which curious as it may sound, seems to have found new fuel in the murder of the Viceroy. The Moguls (Sheeahs), we are told, said to the police of the taboot-followers—"These are the men who killed your Viceroy. Shut your eyes for a moment, and we will drink their blood from the hollow of our hand and wash the place they stood upon." It is very probable that the Viceroy's death may be but the scapegoat for the hate that exists between the Mogul and the Memon (Soonee) people, but the expression we have quoted powerfully illustrates the depth of ill-feeling that runs between the factions. The parties sought every opportunity to meet each other hostilely. On Tuesday forenoon the compound of the Old Imambarra was filled with people who were best kept inside, for had they got out among the members of the opposite faction who were clustered near the gate, there would have been the usual entertainment of cracked heads and bloody noses. In the forenoon a party of Moguls did issue from somewhere near the Imambarra mosque and proceed to the quarters of the Memons, where they fell foul of the dancers and singers round two taboots, and smashed the taboots and the heads of those who were carrying them. The Memons were not as patient as lambs, and resisted the Moguls so determinedly that at one time the affair wore the appearance of a serious insurrection.

Sticks played freely about the pates of those who probably wished their turbans had been thicker ; the yelling of expressions unpolite and the names of the sacred brothers was ear-splitting ; and the excitement of the row, which was increased, as members of the factions gathered to the scene of action, sticks in hands and fists clenched, could scarcely find a suitable comparison outside of what is popularly imagined to be the scene at Donnybrook. News of what was being done soon reached the police, accompanied by rumours of hundreds of men being killed or wounded. A strong force of sepoys under European superintendence was marched quickly to the spot. The accession of the third party to the quarrel increased the " bobbery " for a minute or two—but only for that short time, because the *taboot* men, leaving their Mogul assailants and the remnants of their glittering treasures behind, gave way before one or two vigorous charges, and fled, leaving the wounded and about 200 prisoners in the hands of the representatives of the law. The captured rioters were marched to the police office and sentenced summarily to 14 days' imprisonment ; the wounded had their injuries dressed first, and were sentenced afterwards. One dangerously-wounded fellow, with his collar-bone broken, was taken to the Jamsetjee Hospital. But no one was killed ; which nobody regrets so much probably as those nice, quiet subjects of ours who delight to embody their feelings in a knife or bludgeon.

This disturbance quelled, the police took certain precautions to prevent repetitions. Two hundred men, under Inspectors Raymond, Fraser, and Collello, were drawn up along the line of Mahomed Ali Khan Street, so that the gate in the compound of the old Imambarra was commanded as well as the point from which the Memons could come up to revenge their *taboots* being cast in the dust. At the new Imambarra, another force was stationed, and also one at the Jumat Khana. Reserves were appointed at convenient places—one party being posted at Pydhonee, one at the bottom of the Jail Road, one near the Jamsetjee Hospital, and another at Bengalpoora Street. Detachments of military patrolled the streets, and mounted police and sowars kept watch here and there, so that at one hour of the day the city looked like a place under the terrors of martial law. The vigour with which the first disturbance was suppressed seemed to operate with a salutary effect upon the Mohurrumites. The police had little to do at any of the stations, and at the new Imambarra—a spot around which violence was expected to surge strongly—things wore so placid a look, that there was nothing to be seen but the entry and issue of stoical devotees, and the police officers in charge sitting drowsily nodding as they passed. But in the evening, it was expected there would be

quite another state of matters ;—wait, it was said, till the taboots are brought forth, till the torches flame, the dancers scream, and the people have wrought themselves with excitement into the condition of men mad with liquor. Shortly after dusk the members of certain streets met, and after a great deal of shouting, set the taboots on the shoulders of a few honoured individuals, placed rows of dancers, musicians, and torch-bearers in front, and then turned into the big thoroughfares with a tail as long as the great sea serpent's. As they moved along they grew more excited, screaming "Ya Hossain, ya Hassan," with little intermission, taking each other round the neck and indulging in semi-drunken dances, whirling like dervishes, and stepping about like young horses. Mr. (afterwards Sir F.) Souter and Mr. Vincent were generally at the head of a procession, and bands of sepoys were always at hand. In the Bhendy Bazar, along which 10,000 people must have passed in the course of three hours, the smoky flame of the torches, not only showed the crowns of their darling taboot, glittering with silver tinsel or red-and-blue enamel work, and rising as high as 20 feet in the shape of a mausoleum or a minaretted mosque, but also gleamed upon the weapons of the red-coated native infantry, who were drawn up along the roads in group. In the compound of the old Imambarra, a scene was presented that was a complete contrast with the hilarity and gesticulations of the taboot followers.

The Festival of the Martyrdom of Hoosein.

Nowhere probably in India except at Bombay is the anniversary of the death of Hoosein, son of Ali and grandson of Mahomet, celebrated, with something of the ceremony which marks the mournful occasion in Persia, where the woes of Ali and his family are still, after the lapse of twelve centuries, freshly remembered. Here, not only have we a large colony of Persians, or men of Persian descent, besides our familiar friends the Borahs, who, as a rule, belong to the Sheeah sect of Mussulmans, but the Khoja Mahomedans reverence as their chief His Highness Aga Khan, who combines in himself the priestly and princely characters, and who is naturally anxious to emulate at Bombay the elaborate rites if not the magnificence with which the death of Hoosein is commemorated at the Court of Persia. The last day of the Mohurrum, the season of mourning for the Sheeahs is brought to a close, as usual, by the representation of the pathetic story of Hoosein's martyrdom on the plain of Kerbela. The people assemble to witness this Oriental passion play in Aga Khan's Jamatkhana, an immense rectangular courtyard enclosed by buildings which have a gallery, open towards the courtyard, running round the upper floor. Between the principal gate and the courtyard is a hall in which seats are placed for the

chief Mussulman guests, and a portion of this space is reserved for Europeans, who muster pretty numerously, though a few years ago there were hardly half-a-dozen Europeans in Bombay who knew that there was anything to see during the Mohurrum except what was contemptuously called the "Hobson-Jobson" business of dipping the taboots. A small space in the courtyard near the entrance hall is kept clear for the performers, and the rest occupied by thousands of Mussulmans, who squat alongside of one another as closely as possible, while the galleries are crowded with women and children as thick as bees in a hive.

A moollah seated on a raised bench in the hall kept reciting verses to keep up the interest of the people in the proceedings. A few responses are made, but the great crowd in the courtyard chattered away about things in general, much after the fashion of an audience in a theatre before the curtain is drawn up. When the Aga, looking very ill, came in, he was conducted to a chair. The representative of Hoosein, usually a well-favoured, black-bearded man wearing a green turban and a dark Arab robe, takes his place, with his standard planted by his side, on a slightly raised dais. His family, consisting of two women—who are represented of course by men—and several children are arrayed on a similar dais opposite to him, and on his right a third small platform on which lay a wounded warrior, the husband of one of his sisters. Gibbon, in the admirable account he gives following Ockley, of the death of Hoosein, makes no mention of a wife of Hoosein as being present at Kerbela, but speaks of his sisters, one of whom was named Fatima. In the play, which follows very closely the historical accounts of the martyrdom, though it is pardonably embellished with a few of those miraculous incidents which are common to all religions, the chief characters are Hoosein and his sister Fatima. The historical argument may be thus summed up :—The early differences which broke up Islam into two great sects had their origin really in a family feud rather than a dispute about religious dogmas. Moawiyah, the first of the Ommeiad caliphs of Damascus, came of the same stock as Mahomet, but belonged to that branch of the family which persecuted the Prophet relentlessly for many years till prudence compelled it to profess its acceptance of the faith of Islam. Beneath this profession of faith, however, was concealed an undying hatred of the family of Mahomet, which Moawiyah displayed in his wars with Ali (the husband of the Prophet's daughter) whom he finally vanquished, and which his son Yezid received as a part of his heritage, and gratified by the destruction of Ali's sons, Hoosein and Hassan. Hoosein's attempt to wrest the Caliphate from Yezid was

a very feeble one, for the Arab nobles seem to have sided almost to a man with the Ommeiades. His troops deserted him till he found himself, with only thirty-two horse and forty foot, surrounded by the enemy on the plain of Kerbela, to the west of Euphrates. Gibbon, whose account we follow, says that Hoosein, summoned to yield or die, replied, " 'Do you think to terrify me with death ?' He checked the lamentations of his sister Fatima, who deplored the impending ruin of his home. 'Our trust,' said Hoosein, 'is in God alone. All things, both in heaven and in earth, must return to their Creator. My brother, my father, my mother, were better than me, and every Mussulman has an example in the Prophet.' " Attacked by the enemy, all his companions were soon killed, and finally Hoosein alone " was slain with three and thirty strokes of lances and swords." His head was carried to the Syrian General, who struck it on the mouth with a stick. " 'Alas !' exclaimed an aged Mussulman. 'on these lips have I seen the lips of the apostle of God.' " Yezid, however, behaved generously to Hoosein's family, who were sent to live in peace at Medina.

The play opens with the appearance in the theatre of a Syrian officer with a party of soldiers, who calls on Hoosein to surrender. Hoosein replies in proud terms, his part being written apparently, like that of the other performers, in verse, which he recites or declaims, holding the written words in his hand, but using much energy of action and modulating his voice with a dramatic force that impresses even hearers who are ignorant of the language. As he proceeds the hubbub amongst the audience is gradually hushed, and when, after he has declared that he will go out to battle, and his sister, rushing across the theatre, entreats him to stay, and, throwing dust on her head, prophesies his death and the ruin of the family, all eyes and thoughts are intent on the actors. Hoosein repeatedly embraces Fatima and with unshaken firmness reiterates that he must go forth to fight ; and the great assembly, watching eagerly as it would seem for some sign of unbending on his part, becomes more and more excited every moment till at last, as he bids his sister farewell, the general emotion finds relief in convulsive sobs and tears, which are the more effecting because they are so obviously genuine and have nothing in common with the frantic grief of the professional mourners at this festival. It is a strange sensation to look round on an immense crowd of bearded men, ordinarily so impassive, all weeping profusely over the sorrows of a more or less mythical hero ; and one cannot but reflect what a very powerful agency the theatre must be in moving the passions of Oriental nations. When Fatima finds all her entreaties have failed, she hands to the warrior a white garment, emblematic of his coming

doom, and when Hoosein, accepting the omen, puts the fatal robe on and mounts his horse, the wailing bursts forth afresh. The most affecting scene of all follows, when his favourite daughter throws herself in front of the horse's feet to compel her father to stay. Hoosein alights and clasps the girl in his arms, passionately embracing her, and bewailing his fate ; and at this point the grief of the assembly reaches a climax. Recovering his self-possession, he places all his family together on the ground, and covers them over with a black cloth as if enclosing them in a tent ; but the little girl breaks out again, and clasps him by the legs, and he is obliged at last to blindfold her in order that he may get away unseen. The acting of this scene was done in the most natural and touching manner ; and the actors entered so fully into the spirit of the story that they wept and sobbed as well as the spectators. Hoosein now mounts his horse for the second time, but his progress is stopped by the appearance of the sosi of the King of the Genii, whose face is covered from mortal view by a shawl and who has been sent by Mahomet to warn the Prophet's descendant of the issue of the combat to which he is hastening. Hoosein, seated on horseback, chants a long and evidently spirited reply, and then, with sabre drawn, rides out of the arena. After a brief interval, a procession enters, headed by a clump of banners, which is formed of horses bearing Hoosein's children with their faces all covered with blood, and beating their heads with their little hands. In front of each horse dance men widly beating their naked breasts to the regular cadence of a mournful chant of which the burden is *Wah ! Hoosein*. After the last horse comes a larger body of mourners, going round and round in the dance as they slowly precede the bier whereon lies Hoosein's bloodstained corpse, on which are sitting two white pigeons. This procession circulates through the courtyard for an hour or more, the excitement continually growing, but with its first entry the drama really comes to an end.

Taken as a whole, this ceremony is the most interesting and original of all the native festivals, and gives a stranger an insight he could not otherwise get into the depth and sincerity of the faith Mussulmans have in their religion. But it is a spectacle to be seen only once. The second time, a European, with his too fastidious tastes has leisure to become critical, and consequently to be disenchanted.

The Passion Week of the Portuguese Christians.

It would scarcely be advisable to omit from this little work all notice of the curious ceremony which the Portuguese Catholics perform annually on Good Friday. The following description (taken from

the *Bombay Gazette* of the 2nd April 1872) of the scene presented at Bandora a few years ago, will give a good idea of a ceremony which rivals the celebrated Passion plays enacted in some of the continental cities of Europe :—

Some people here who have read descriptions of the Passion plays at Ammergau, and wished to see those seriously-acted caricatures of an event that might be supposed too solemn and profound for the mimicry of man, may not be aware that almost at the doors of Bombay scenes connected with representations of the Crucifixion are annually enacted which must be almost as extraordinary as those which have made the little Bavarian town famous. Bandora, perhaps we need scarcely say, is a native Christian settlement—that is, Roman Catholic Christian—and evidences of this are plentiful on the road between it and Bombay. After leaving the native town with its gods and temples, and coming into the Parel Road, on one side of which the eye may catch sight of an ugly red-daubed wooden image, stuck in a niche in the wall, before which some poor-looking wretches are laying their offerings and praying for favours, we come to a seemingly better state of things, for at the junction of palm-skirted lanes stone and wooden crosses are to be seen, instead of symbols of out-and-out heathendom. In the locality of the Mahim woods these wayside symbols of Christianity are numerous, but as Bandora is neared they become most plentiful. It may happen that around the steps of one the top of which is crowned with a wreath of flowers, a number of Portuguese male and female devotees are clustered, while a few paces off Hindoos are looking on with that indifferent expression which seems to say, "It's all right; we pray to Gunputti and they pray to that thing with the arms; there is no difference between us;" and it seems strange how little desirous of being aggressive the idolator is with a religion which exists side by side with his in his own land, and the symbols of which stand in the public ways.

During Passion Week, Bandora and its neighbourhood wear an appearance of unusual briskness. Many men and women, the former wearing European clothes, including the long hat, which is a sign of respectability that no Portuguese who lays claim to being a decent family man would care to go without, and the women, picturesquely covered with clean white cotton garments, stream along the roads on their way to chapel, and we may remark that chapels seem to be more numerous in Bandora than any other part of the island. But it is on Good Friday that the greatest stir prevails—when, at certain hours, white-dressed women, with pleasant dark faces, may be seen making their way on to the main road from among the palm and

betelnut trees ; when many crowded garries and shigrams of various degrees of antiquity, from the one with a small crack in its shining panels to the one which, covered with dust, contracted probably on the previous Good Friday, moves along wheezing and creaking on its old wheels, as if protesting ; when Portuguese lads, with hats and without hats, with cotton striped trousers and with trousers of a more fashionable European texture ; when Portuguese girls, in dresses of humble material, but cut, perhaps clumsily, after the Western fashion of jacket and frock, and with straw hats on fire with poppies and Indian flowers—when all these proceed onward to the Chapel of St. Andrew or the convent to see the crucifixion of the Saviour. On the eve of Good Friday, in one chapel, a room is fitted up with a long table at which thirteen figures are placed before plates of fruit. This is to represent the Last Supper, and one of the figures is plainly meant for Christ by the nimbus, while another is marked for Judas by the bag he holds. On the next morning Christ is crucified—in wax ; and some efforts at realism are made with red paint to represent the Saviour's blood. In the compound of the Church of St. Andrew the scene on Friday afternoon was one of the most extraordinary that could be imagined. In front of the gable of the chapel was a large square erection about forty feet high, covered with black cloth ; two or three large crosses, standing here and there, had their steps completely covered with people ; one side of the ground was filled by about 1,000 women, covered from top to toe with white, who were kneeling and gazing intently at the scaffold-like erection, their hands tightly clasped before them ; groups of men were walking about ; and one huge crowd stood in front of a rostrum in a corner from which a priest was gesticulating and shouting so that he could be heard over all the compound by the vast assemblage. The anxious looks cast in the direction of the black house, the frequent references to it, by word and by finger, by the preacher, could leave no doubt that it was behind that black veil that the Saviour was hanging. The preaching continued for many hours, yet scarcely any alteration could be noticed in the position of the women devotees, while the men, though privileged to walk hither and thither, stood reverently uncovered, listening to the priest's exhortations. When the sun went down, the picture was weird in the extreme. Torches were carried among the crowd, and showed now the long ghastly-looking palms skirting the compound, now the women in dim white outline, here and there a priest moving among the people, now the arm of the preacher waving, and now the black house, which was evidently being lighted up within, for lights flickered through the seams, and at times even the outline of a figure with outstretched arms could be seen. At the

gate of the compound, and looking over the walls, were groups of Hindoos and one or two Parsees. It was curious to notice how primitive many of the worshippers were in their habits. When they were in the compound, they were generally quiet and reverent-looking enough, but once outside, when the caps could be put on, they were laughing and joking and buying and selling. Close by one of the walls was a line of Hindoo sweetmeat-sellers, sitting cross-legged, with a little light by their side, and their tray of yellow and brown confections, nauseous to European palates, before them. Looking down upon the trays were old and young men and women, who, between giving an occasional ear to the priest and higgling with the sweetmeat-seller, managed to strike a bargain which ended in a lump of the savoury mess being placed in their hands, while a few pice went into the pocket of the merchant. Many of these native Christians had children with them, and not once or twice had the priest to take his chance of being heard in company with a squaller of a year or two old. About eight o'clock the figure of Christ was unveiled. Then the excitement was intense, and the people's feelings found vent in something like a loud moan. They seemed to look upon the daubs of red as real blood oozing over the heads of the nails or from under the crown of thorns; and to regard the screwed up features as signs of real agony. Artistically, the imitation of the Saviour was not worth much; but in the unveiling of it and the taking of it down, considerable dramatic skill was shown by the chief performers.

About a quarter of a mile from St. Andrew's Chapel a scene was being enacted in the convent quite as extraordinary as the one we have endeavoured to describe. Here there was another imitation of the Saviour bleeding upon the cross. The room in which it was hung was long and broad, and on entering it the first thing that struck one's senses was a mixture of several things—of very loud music, intense heat, and a disagreeable smell like fish and perspiration blended. And no wonder. The place was crowded—even the windows and doorways were surrounded with sight-seers or worshippers. The central part between the rows of pillars was filled for the most part with nuns, dressed in long white robes, who knelt at benches and gazed steadily at the representation of the Saviour. Behind the nuns there was a large number of Portuguese, with here and there a European face. In what might be called the aisles the ground was covered with native Christians, also in white, who knelt or squatted upon the ground as they were induced by circumstances. Some had babies lying in front of them, and the mothers had a hard time of it between their desire to be devotional and their duty to the little pieces of brown humanity who kicked their legs in the air or

insisted upon giving expression their sentiments upon things in general. At the back part of the right aisle a priest sat at a harmonium, and around him, and hanging over the balustrade of the flight of stairs behind him, he had his choir—all Portuguese lads with strong lungs and some little musical training. On the steps of the altar at the top of this aisle, a number of Hindoo boys, with their little top-knots of hair laid bare, because they had taken off their pugarees, sat cross-legged and half-naked, seeming to enjoy the sight. The place at the top of the nave was the point to which all eyes were turned. There hung a figure of Christ. A crown of thorns sat, above a drooping chalky face with red marks on it, and the body was naked, with the exception that a cloth was tied round the loins. On the outstretched arms of wax there were spots of red, as also upon the palms, which were pierced by nails; on the body there were some more red marks; and on the feet, which were also nail-pierced, there were what appeared to be little clots of gore. On the right-hand side of the image stood a figure of the Virgin, which was draped in blue cloth; it had a gilt nimbus on its head, while its hands were clasped in front. The choir sung masses almost continuously, and beyond listening to these, the devotees seemed to have nothing to do but work themselves into a state of ecstacy by gazing at the painful figure on the cross. At eight o'clock, two priests, wearing cowls, walked up the centre of the nave, rattled something, and went out again. Shortly afterwards they returned with a company of priests who carried among them two ladders and a bier, and were preceded by little dark boys, with wings to their backs, who were probably designed to represent cherubims. This company walked slowly, very slowly, and a pin could have been heard falling in the room. They stopped at the foot of the cross, and the choir sang out loudly for ten or twelve minutes. The ladders were placed slowly against the arms of the cross, and the choir sang again. Two priests crept up the ladders, and the choir once more performed. The priests slowly removed the crown of thorns, and slowly they produced a white cloth, which they hung over the figure's face. Blood was cleverly made to appear to stain the cloth, and the congregation were thrilled, while all the time the choir continued singing their melancholy mass. Then the priests slowly unrolled bandages, and took about a quarter of an hour before they seemed convinced that the wax arms were securely bound up. More cloths were produced, and finally the whole figure was bandaged after what appeared to be an hour's careful manipulation. Then the image was lowered from the cross, very cautiously and slowly and placed in the bier. After a little while the bier was placed upon the shoulders of priests, and the body was

borne slowly out of church, while the choir sang and the congregation were intensely moved. Outside the convent red and blue lights were fired off, a procession was formed, and the body was carried through the villages, many of the native Christians pressing forward to touch the red-stained winding sheet. The boys with the wings on their backs walked beside the bier—poor little fellows, sometimes they did not appear as if representing angels was their *forte*—and a number of priests, nuns, and thousands of people also accompanied the image of the body until it was taken back to the convent. We heard the remark made by a gentleman that probably the ancestors of all the female native Christians were idolators, if they had not been so themselves, and that such scenes as we had just witnessed seemed to be designed as a compromise for any pleasure they may have lost in the worship of idols after the Hindoo manner of worship. We cannot say whether the remark was just.

Other Festivals.

There are several other festivals to be witnessed in Bombay, but those we have described are the chief ones. The Holee festival, which used to be known as the time when men swung themselves in the air upon hooks in their flesh, is now only a coarse saturnalia, in which the Hindoos throw red paint on each other, and use the utmost freedom with women. The notorious ex-Gaekwar of Baroda was a great admirer of the Holee, and his subjects still remember how, upon one occasion, he collected a number of prostitutes and fired red powder at them from small cannon mounted on elephants. One of the women was killed, but fortunately, such barbarous licentiousness is of rare occurrence. The Dusserah festival, which is generally held in October, is forced upon the attention of the stranger principally by the fact that most of the horses he meets are adorned with flowers and bedaubed with red paint. Owners of horses have them led to their doors on this day by their servants, and they are expected to "tip" the latter. In some cases, the gardener, or whoever it is that looks after the cows and poultry, leads his charges up in the same way, all adorned with flowers, and expects his bucksheesh; and though he seldom succeeds in getting a present on behalf of the ludicrous-looking cocks and hens, he generally gets something for the sake of the cow. The festival in connection with Gunputtee, the elephant-headed god, is chiefly of a private description, and is outwardly remarkable for little else than the sale of stucco images of that deity, elaborately painted. The festivals of the Parsees are chiefly private; the most conspicuous is their New Year's day, when every man who can afford it, appears in a new pair of coloured silk trousers.

IX.—EXCURSIONS FROM BOMBAY.

The Caves of Elephanta.

No visitor will leave Bombay without taking a trip across the harbour to the island of Elephanta or Gharipuri ("city of caves"), to see the celebrated caves hewn out of the solid rock. Steam launches can now be hired at the Apollo Bunder, and they make the run over to Elephanta in about an hour. It is pleasant enough to make the voyage in a sailing boat with a fair wind; but when the wind fails and the tide is unfavourable, a row back to Bombay sometimes takes many hours, and is a very tedious affair. A small steamer can run alongside the pier which has been built at the landing-place, so that the old mode of going ashore, when men were carried through the shallow water for a couple of hundred yards on the backs, and ladies in chairs supported on the shoulders, of sure-footed coolies, is now superseded. A statue of an elephant, cut in black stone, used to stand near the old landing-place on the south side of the island, and gave the island its modern name; and near the elephant, 200 years ago, was the statute of a horse. Both these figures are described by old travellers to have been admirable specimens of the statuary's skill; but nothing is left of either of them but a shapeless lump of rock into which the elephant had crumbled away, and which now lies in the Victoria Gardens, Bombay. After a good climb up some flights of stone steps cut in the face of the hill, the visitor reaches a flat piece of ground in front of the entrance to the caves, from which a good view of the harbour can be obtained. Through the entrance hall or portico, composed of a double row of pillars carved out of the rock, and supporting an enormous squared mass of rock, he passes at once into the principal temple, which is "in the form of a cross, and exceedingly resembles the plan of an ancient basilica" (*Heber*); and as his eye grows accustomed to the gloom, he perceives the vast dimensions and magnificent design of this wonderful structure. "He beholds four rows of massive columns cut out of the solid rock, uniform in their order, and placed at regular distances, so as to form three grand avenues from the principal

entrance to the colossal idol, which terminates the middle vista; the general effect being heightened by the blueness of the light, or rather gloom, peculiar to the situation. The columns at Elephanta"—which are also parts of the rock left standing by the architect--"are of a singular shape, and in all respects differ from the beautiful orders of ancient Greece; the shafts are massive in proportion to the height; the large capitals, swelling over the ornaments, give the appearance of pressure by the superincumbent mountain; a form appropriate to their function in this wonderful work" (*Forbes*). This great temple is 120 feet long, and the same in breadth, without including the measurement of the chapels opening out of it on either side and the adjacent chambers. Of very many of the pillars, nothing is left but the capitals and part of the shafts, which "remain suspended from the top like huge stalactites," the basis having been undermined by the water which penetrates the cave during the rainy season, and which quickly decomposes the rock. The principal idol, too, and most of the other sculptured figures with which the walls of the temple are adorned, are in a very dilapidated condition. The figures are in bas-relief, so prominent that they are joined to the rock only by the back; and they are from ten to fourteen feet high, while the grand three-faced bust of the deity at the extremity of the chapel measures nineteen feet in height. It is generally admitted now that the old theory which accepted this idol as a representation of the Trimurti or Hindoo Trinity, Brahma, Vishnoo, and Siva is erroneous. Heber pointed out fifty years ago that the temple was really dedicated to the worship of Siva alone or Mahadeva, the popular deity of the Mahrattas, who is sometimes represented with three faces, and this opinion has been confirmed by more recent researches. "The style or ornament, and proportions of the pillars, the dress of the figures, and all the other circumstances of the place, are such as may be seen at this day in every temple of Central India, and among all those Indian nations where the fashions of the Mussulmans have made but slight progress" *(Heber)*. The statue of a woman with but a single breast, the "Amazon," as Niebuhr calls her, is also now identified

as the goddess Doorga or Parvatee, the wife of Siva. On the right side of the temple is a chapel, twenty-two feet square, advanced into the body of the cave; and in this room is the *linga*, the emblem of the reproductive power of nature, which is always associated with the worship of Siva. This *linga* is generally marked with fresh paint, as is the *yoni* near it, and flowers are offered by native pilgrims. The caves, however, are not held in much reverence by the natives generally. The Mahrattas neglected Elephanta altogether, after they re-took it from the Portuguese in 1737, and never treated it as a place of sanctity. Indeed, the modern Hindoo religion seems to have completely lost that element of sublime mystery and awful grandeur which must have inspired the men who designed and executed such a temple as that of Elephanta. There is nothing awe-inspiring in Hidooism now; all is grotesque, filthy, and contemptible, and the worshippers have forgotten all about the mighty gods whom their forefathers adored. Yet the antiquity of the Elephanta Caves is not very great. Their origin is not supposed to date further back than the 10th century; though nothing accurate is known about their history, the inscribed stone which was placed at the entrance with a legend describing when and by whom the caves were excavated having, it is said, been carried off to Lisbon by the Portuguese. We heard by accident lately of an inscribed stone from India existing at Cintrs in Portugal; and it might be worth while to ascertain if this is the Elephanta stone. Full accounts of the caves have been published in Bombay by Dr. Wilson and Mr. Burgess. On the occasion of the visit of the Prince of Wales, the Governor of Bombay gave a dinner to His Royal Highness and a numerous company in the principal cave, which was brilliantly illuminated; and, after dinner, the features of the principal groups of statuary were shown to the Prince in the glare of blue-lights. The effect was, in point of art, a failure, as the caves looked more vulgar and common-place than usual.

Beyond Elephanta to the north extends what may be called the inner harbour of Bombay, a secure and sheltered roadstead with

deep enough water for the largest ships of war. At the back of the roadstead is Hog Island, and the idea finds favour of transferring to this side the comparatively useless Dockyard establishment of Bombay, and using the valuable ground of the Dockyard for ther purposes. If the hydraulic lift erected here is to be used, certainly ought not to be kept separated by six miles of water from the establishment required for repairing ships.

The Hydraulic Lift Dock at Hog Island.

How Hog Island came to be possessed of such an extraordinary name would appear to be a question which puzles many. There are no hogs to be found there; nor is there anything to show that even once upon a time this little island, a few miles out on the harbour, was inhabited by swine. One rather curious definition has been given of the name, and one that few persons would ever dream of. It has been said that Hog Island was so called because ships were *hogged* there, "whatever that may mean. Be that as it may, a trip to Hog Island is sure to prove enjoyable and interesting. It is a charming spot for a picnic, if care be taken to keep out of the long grass and avoid the snakes with which the island is said to be infested; and the gigantic hydraulic lift, especially if the visitor be fortunate enough to be in the island when a ship is being raised or lowered, is something to wonder at, and a spectacle not likely to be forgotton. The Peninsular and Oriental Steam Navigation Company can, in the hydraulic lift, flatter themselves on possessing one of the most interesting specimens of engineering skill ever constructed, and of having turned what was at one time looked upon as a "White Elephant," into a profitable concern. When in the year 1872 Government opened the hydraulic lift on Hog Island, the immense machine was looked upon as the most gigantic affair of the kind that had ever been erected, and even now there are not to be found in the whole world many lifts as powerful, even although it lost much of its power by the neglect and ill-usage it sustained when abandoned by Government as a failure. The story of the construction of the lift, its opening, its trial, and abandonment, though

somewhat serious for Government, is interesting and almost amusing. It cost £350,000; and was originally meant as a dry dock for vessels belonging to Government, particularly troopships. But Government was very chary about it at first, and it was not until after a heavy and careful test they would take it over from the contractors. The lift, being then pronounced a success, was considered worthy to take its place amongst the wonders of the world, and bring the number up to ten. Therefore, one day towards the end of the year, the then Governor of Bombay, and a large number of guests were invited over to Hog Island to view this tenth wonder of the world. The party set sail from Bombay in a large vessel, with which the great power of the lift was to be illustrated to His Excellency. But the experiment, unfortunately, did not prove a success. It was the intention to run the ship right under the lift and raise it out of the water with the Governor and party on board. But instead of being lifted out of the sea, they were very nearly all sent to the bottom. Whether it was that some miscalculation was made in the direction of the current, or that the speed of the vessel was not slackened on approaching the shore, we cannot say; but certain it is, the steamer, instead of floating neatly between the columns ran down two of the outer pillars with such force as to knock holes in them, and damage her own bows. There were no congratulations that day upon the tenth wonder, nor were the Governor and his party raised in their vessel on the huge pontoon. Shortly after this, the lift began to be looked upon with suspicion, not on its own account, for its power was not doubted, but on account of the difficulty in approaching it. The water was deep enough, surely; but the currents were so troublesome that large ships could not be guided in without much trouble and even danger. Ultimately, Government decided to abandon it; and they did. The pontoon was floated on shore, and left to go to pieces for aught anyone cared. Time wore on, until about some years ago, the Peninsular and Oriental Steam Navigation Company, finding they had not sufficient dry dock accommodation at Mazagon for not only their own vessels, but ships belonging to other companies they were asked to repair, turned their eyes to the neglected hydraulic

lift at Hog Island. Negociations were entered into with Government, and an agreement was come to. The Peninsular and Oriental Company secured a lease of the lift, Government reserving to themselves the right, which by the way they seldom take advantage of, of using the lift for any of their own ships when necessary. Hog Island being visited, the lift was found in a sad state. The pontoon was lying high and dry on the shore, its bottom having rotted with disuse, and fallen out, having only the girders intact. Government, however, undertook the repairs, a costly operation, and handed over the lift to the Company in working order, although it is not by any means what it was at the beginning. It was, when first opened, supposed to have a lifting power of 25,000 tons, but the engineer-in-charge now would not risk a weight of more than 7,000, or 8,000 tons, which, however, is quite enough, and more than is necessary for the heaviest vessel ever brought to the lift to be docked for repairs. We have already referred to the difficulty of getting ships in, owing to the troublesome currents. Well, when the Peninsular and Oriental Company took over the lift, Captain Newall was deputed to go across and superintend the re-opening arrangements. His first study was those currents. He spent two days watching and taking notes of the sets of the tide and the eddies around the lift, and having done so, the docking of ships was commenced. This work is still conducted under the superintendence of Captain Newall, and so successful has he been all along that never has there been the slightest accident. Only two Europeans dwell on Hog Island, the engineer and his assistant, who are accommodated in two comfortable bungalows which nestle among the trees on the slopes of the hill, while the natives workmen, between twenty and thirty in number, dwell in huts in different parts of the island. The life to the two Europeans appears a lonely one, although while ships are in the dock they have ample facilities for taking a run across to Bombay and back to relieve the monotony.

Vehar and Tansa Lakes.

One of the pleasantest excursions that can be made from Bombay is to the Vehar Lake, in the Island of Salsette, about fifteen miles from Bombay. Pic-nic parties can hire conveyances for the trip in Bombay or go by rail to Bhandoop, a station on the G. I. P. Railway, from which the lake is not far distant. Sometimes horses are sent from Bombay to await the arrival of parties at Bhandoop station. The lake is an artificial reservoir, formed to provide the town of Bombay, which used to be wholly dependent for its drinking water on the wells in the island, with a constant and ample supply of pure water. In 1853 it was fortunately determined by the Board of Conservancy of Bombay to adopt a proposal made by Lieutenant-Colonel Crawford, R.E., and Lieutenant (now Colonel) De Lisle, R.E., to dam up the valley of the Gopur River—which ran into the Sion creek, and two centuries ago sometimes overflowed the northern part of the island of Bombay—near the sources of the river amongst the hills of Salsette. This project was carried into execution by Mr. Conybeare, C.E., and the dams were completed and the delivery of water into the town commenced in 1860. The lake covers an area of about 1,400 acres, and has a gathering ground, exclusive of the area of the water surface, of about 2,550 acres. It is formed by three dams, two of which were rendered necessrry to prevent the water escaping over ridges on the margin of the basin, which were lower in level than the top of the main dam. The quantity of water supplied by the reservoir is about 8,000,000 gallons a day, or between twelve and thirteen gallons a head for the population of Bombay. It is forbidden to carry on any trade, manufacture, or agriculture within the watershed of the lake, and the wildness of the surrounding country keeps the water free from risk of any contamination from outside. For many years the water was praised as "exceedingly pure," but of late year it has deteriorated through the growth of vegetation within the lake. There are at present no means either of emptying the reservoir and cleaning it out, or of filtering the water, but the Municipality has

various schemes under consideration for improving the quality of the water-supply. The cost of construction of the Vehar Reservoir and laying down the pipes to bring the water into the town amounted to £373,650. In 1872, some alarm having been felt as to the sufficiency of the quantity of water drawn from the gathering ground of Vehar, the Toolsi Lake, adjoining it, was formed at a cost of £40,000, and the water thus impounded kept available to be thrown into Vehar. A new project was sanctioned in 1875 by the Municipality, for bringing an independent main from Toolsee to the top of Malabar Hill at a cost of £400,000, and in January 1880 the water was "turned on" at Malabar Hill by Sir Richard Temple. This alternative source of supply gives six gallons a head additional each day for the whole population, besides providing water for the higher parts of Bombay, which cannot be reached by the main from Vehar.

The Bombay Municipality have sanctioned another scheme for the supply of water to Bombay, but on a larger scale than those of the Vehar and Tulsi lakes. The proposed supply is from the Tansa Lake, and the scheme was first projected by Major Tulloch. The lake is situated behind the Mahauli range, and is noticeable from the main line of the G. I. P. Railway between Wasind and Atgam statistics, the latter being the station nearest to the site of the dam. Its proposed area is 8 square miles, the area from which the rainfall is to be collected is over 52 square miles, and the available supply, after making deductions for evaporation, &c., will equal to 100 millions gallons per diem. The height of the dam adequate to impounding the maximum quantity of water will be 425 T. H. D., or 133 feet above the bed of the Tansa River at the site of the dam. The construction of the dam will admit of its being subsequently raised if as may be found expedient. From the site of the dam to the boundary of the Island of Bombay the distance is $53\frac{1}{2}$ miles, and the means of conducting the water will be tunnels for $2\frac{1}{2}$ miles, conduits for $26\frac{1}{4}$ miles, and iron pipes for the remaining $24\frac{3}{4}$ miles. The capacity of the conduit designed will be sufficient to deliver 33 millions gallons daily, or about 45 gallons per head in

addition to all present sources of supply according to the population of last census. The total cost of the scheme, a good bit extended on Major Tulloch's project, is estimated, including the acquisition of the lake area, the construction of the tunnels and conduits, and expansion contingencies at Rs. 1,23,00,000. And the work is expected to be finished in six years. A visit to this locality will be well repaid if it is only to see the progression of the works of such a magnitude as the Tansa water-supply.

The Kennery Caves.

The Kennery Caves are excavated in one of the highest hills of Salsette between Vehar and Tanna, and it is possible to visit both the lake and the caves in one day, though the road to the latter is not practicable for horses further than the base of the hill, and there is a good deal of scrambling to be done in getting up the ascent. The caves are undoubtedly much more ancient, besides forming a work of far greater magnitude than those of Elephanta, which Heber speaks of as "a mere trifle in point of extent, when compared with the great salt-mine at Norwich." The whole hill is here excavated into a city of caves, some of which penetrate so deeply into the interior of the mountain that they have never been thoroughly explored. There is a tradition that an underground passage leads from the caves to Damaun, and a courageous Portuguese explorer, trying to test the truth of this story, entered the cavern and groped his way along, holding on to a rope, of which his companions held the other end, for seven hours, till the rope and his heart failed him, and he came back again. Heber's description of the cave temples of Kennery is at once accurate and agreeably written. He says:—"These are, certainly, in every way remarkable from their number, their beautiful situation, their elaborate carving, and their marked connexion with Buddha and his religion. The caves are scattered over two sides of high rocky hill, at many different elevations, and of various sizes and forms. Most of them appear to have been places of habitation for monks and hermits. One very beautiful apartment of a square form, its walls covered with

sculpture, and surrounded internally by a broad stone bench, is called 'the durbar,' but I should rather guess bad been a school. Many have deep and well-carved cisterns attached to them which, even in this dry season, were well supplied with water. The largest and most remarkable of all is a Buddhist temple, of great beauty and majesty, and which even in its present state would make a very stately and convenient place of Christian worship. It is entered through a fine and lofty portico, having on its front, but a little to the left-hand, a high detached octagonal pillar, surmounted by three lions seated back to back. On the east side of the portico is a colossal statue of Buddha, with his hands raised in the attitude of benediction, and the screen which separates the vestibule from the temple is covered, immediately above the dodo, with a row of male and female figures, nearly naked, but not indecent, and carved with considerable spirit, which apparently represent dancers. In the centre is a large door, and, above it, three windows contained in a semi-circular arch, so like those which are seen over the entrance of Italian churches, that I fully suppose them to be an addition to the original plan by the Portuguese, who are said, I know not on what ground, to have used this cave as a church, till I found a similar and still more striking window of the same kind in the great cave of Carlee. Within, the apartment is, I should conceive, fifty feet long by twenty, an oblong square terminated by a semi-circle, and surrounded on every side, but that of the entrance, with a colonnade of octagonal pillars. Of these the twelve on each side nearest the entrance are ornamented with carved bases and capitals, in the style usual in Indian temples. The rest are unfinished. In the centre of the semicircle, and with a free walk all round it, is a mass of rock left solid but carved externally like a dome, and so as to bear a strong general likeness to our Saviour's sepulchre, as it is now chiselled away and enclosed in St. Helena's Church at Jerusalem. On the top of the dome is a sort of spreading ornament like the capital of a column. It is, apparently, intended to support something, and I was afterwards told at Carlee, where such an ornament

but of greater size, is also found, that a large gilt umbrella used to spring from it. This solid dome appears to be the usual symbol of Buddhist adoration, and, with its umbrella ornament, may be traced in the Shoo-Madoo of Pegu, and other more remote structures of the same faith. Though it is different in its form and style of ornament from the lingam, I cannot help thinking it has been originally intended to represent the same popular object of that almost universal idolatry which Scripture, with good reason, describes as 'uncleanness and abomination.' The ceiling of this cave is arched semicircularly, and ornamented, in a very singular manner, with slender ribs of teak-wood of the same curve with the roof, and disposed of as if they were supporting it, which, however, it does not require, nor are they strong enough to answer the purpose. Their use may have been to hang lamps or flowers from in solemn rejoicings. My companions in this visit, who showed themselves a little jealous of the antiquity of these remains, and of my inclination to detract from it, would have had me suppose that these two were additions by the Portuguese. But there are similar ribs at Carlee, where the Portuguese never were. They cannot be very old, and though they certainly may have been added or renewed since the building was first constructed, they must, at all events, refer to a time when it and the forms of its worship were held in honour. The question will remain, how late or how early the Buddhists ceased to be rich and powerful in Western India ? or when, if ever, the followers of the Brahminical creed were likely to pay honour to Buddhist symbols of the Deity ? The latter question is at variance with all usual opinions as to the difference between these sects and the animosity which has ever prevailed betwixt them. But I have been very forcibly struck by the apparent identity of the Buddhist chattah and the Brahminical lingam. The very name of the great temple of Ava, 'Shoo-Madoo,' 'Golden Maha Deo,' seems to imply a greater approximation than is generally supposed, and above all, a few weeks afterwards, I found the cave of Carlee in the keeping of Brahmins, and honoured by them as a temple of Maha-Deo."

Heber notices with surprise the uncultivated state and scanty population of Salsette fifty years ago, when the island had only 50,000 inhabitants, chiefly poor fishermen. The neighbourhood of Bombay has since caused a great change. The population has been doubled, being now 93,000 or 570 to the square mile, and no land that will bear crops of any kind is allowed to lie waste.

Bassein.

Many trips may be made on the water to points on the coast near Bombay; but none to equal in beauty the sail round by Tanna to Bassein. A moon-light night should be chosen for the excursion. Bassein is not worth seeing for itself, except that the utter desolation of what was once a flourishing Christian city is impressive.[1] Some of the ruined churches must have been of great size, but "in a paltry style enough, of Grecian mixed with Gothic." Is "Venetian-Gothic" a similar style? There is one tomb dated 1606. It is the scenery on the way to Bassein that makes the pleasure of the trip, the sea winding in and out amongst numerous and lofty islands for many miles. There is, indeed, no lake and river scenery in the world to beat the choicer bits about Bombay. To vary the journey the excursionist may return to Bombay from Bassein by railway.

Carlee Caves.

The most comfortable way of visiting these famous Buddhist caves from Bombay is to proceed by the G. I. P. train to Lanowlee on the top of the Bhore Ghat. The journey up the Ghat forms in itself a very interesting part of the excursion. On passing Khandalla, leave a civil note for the station-master, asking him to send up a pony to Lanowlee, by 5 o'clock next morning. Dine and pass the night at Lanowlee waiting-room. At daybreak ride up the Poona road for about three miles, and turn off to the left at a path to which the ghorawalla or a guide should previously have been sent to show the way to the Karla or Karlee Hill, about a mile off the road. The traveller can then return to Lanowlee or Khandala, and breakfast and return to Bombay by a train leaving about noon. The cave is the largest

[1] For account of the siege and destruction of Bassein, see work by Dr. Da Cunha on the History and Antiquities of Chaul and Bassein.

as well as the most complete, hitherto discovered in India, and was excavated at a time when the style was in its greatest purity (*Fergusson's Hand-Book of Architecure*). It is supposed to be about the era of Salivahana, or A.D. 78. It is hewn in the face of a precipice, about two-thirds up the side of a hill, which rises 800 feet about the plain, and is approached by a narrow path among trees and brushwood. An insignificant temple of Siva serves as a sort of gateway. The entrance portico (following Fergusson's and Heber's descriptions) is 52 feet wide, and rests on four columns, two of which are set in the walls. In front of it, on one side, stands a *lion pillar*, so called from having four lions fixed back to back in its capital; the site of the fellow pillar, on the other side, appears to be occupied by a small temple. The doorway under the portico is through a screen, above which rises a rather imposing arch. The inside of the screen is carved with naked male and famale figures larger than life. Three colossal elephants are also seen in relief, their heads looking outwards, and boldly projecting from the wall. The temple is something like an oblong church with a nave and side aisles. It is 126 feet long by 45½ feet broad, and has a circular apse behind the shrine. The roof is circular, resting on 41 pillars, each of those in the aisles having a "tall base, an octagonal shaft, and richly moulded capital, on which kneel two elephants, each bearing two figures, generally a man and a woman, but sometimes two females, all much better executed than such ornaments usually are." (*Fergusson.*) The pillars behind the shrine are plain. This shrine is a dome on a circular drum, surmounted by the remains of a wooden chattar or umbrella. The only light which is admitted within the building falls on this object, with great effect. Some of the wooden ribs used in constructing the roof are still left. The interior is spacious and in good repair. Besides the principal temple there are many smaller apartments or cells, evidently intended for the lodging of priests or hermits, some ornamented with great beauty. Altogether, it would, says Heber, form a very noble temple for any religion.

[*For Excursions to Mahableshwur, Matheran, and other places, and the routes thereto, see* THROUGH ROUTES.]

THROUGH ROUTES AND FARES FROM BOMBAY TO PLACES IN INDIA AND ABROAD.

From BOMBAY to—	Approx. Fares.	Approx. Time.
Abbotabad—Hill station and cantonment of 5th Goorkha Regiment. A prettily-situated valley in the Himalayas, about 5,000 feet above sea level. Rail to Hasan Abdul, N. W. Ry., above Rawalpindi. Dak bungalow near the station, whence, 44 miles, a pony tonga by writing beforehand to the Dak Contractor, Hasan Abdul. D. B. half way.	Rs.	d. h.
Abu Road—The station for Mount Abu, distant 15 miles. Refreshment-room at the railway station and a good travellers' bungalow close by; also a travellers' bungalow on the hill up which there is a fair road, ponies and other conveyances can be obtained close to the station	28-6	0 20
Agar—G. I. P. Ry. to Khundwa. Holkar Railway to Ujjain, thence mail tonga, 41 miles, to Agar. A military station garrisoned by Central India Horse. A rest-house in the station. A good dak bungalow at Ujjain.		
Agra—G. I. P. Ry. to Jubbulpore (616 miles), thence by E. I. Ry. to Agra, 507 miles	86	2 3
Or new route by B. B. and C. I. Railway to Ahmedabad (310 miles); thence by Raiputana State Railway to Agra	52-6	1 20
Or by nearest route G. I. P. and I. M. R. (from 1st January 1889) *ria* Itarsi, Bhopal, and Jhansi. Agra (Akbarabad), on the right bank of the Jumna, built by Akbar; the railway station is in the Fort near the river Jumna. The sights most visited are:—The Cantonment Station, the Fort, the world-renowned Taj, the Jumma Musjid, the Mausoleum of Itmad-ad-Dowla, the Tomb of Akbar at Secundra, a small village a few miles from the city, and Futtehpore Sikri, the favourite residence of the Emperor Akbar, about 25 miles from Agra on the Jeypore road. Guides and conveyances can be obtained. Travellers' bungalows, also refreshment-rooms at the station, and hotels in the town. Jeypore, Ulwar, and Ajmere, all worthy of a visit from the tourist, are reached from Agra by the narrow gauge State Railway. (See H. G. Keene's Hand-book to Agra.		
Ahmedabad—B. B. and C. I. Ry. 310 miles	19	0 11½
This city, founded by Ahmed Shah in 1411, contains numerous fine mosques and tombs of the Mahomedan Kings of Guzerat. The style of their architecture is admired by all visitors The mosques of Rani Sipari, Muhatez Khan, the old Tami Musjid, or mosque of Ahmad Shah, the Tami Mosque and tombs of the Queen are extremely fine. The station is the head quarters		

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.

Ahmedabad—*contd.*

of a Collectorate. Ahmedabad is the junction for the Rajputana-Malwa Railway, and passengers for Palanpur, Mount Abu, Ajmere, Agra, Delhi, &c., must change here. There are waiting-rooms in addition to a refreshment-room, with sleeping accommodation at the station ; there is a travellers' bungalow in the city. Conveyances are always procurable. The average rainfall of Ahmedabad is about 30 inches, but in August 1868 twenty-seven inches fell in four days, destroying many thousands of houses. The Cantonment of Shah-i-Bagh is about 3½ miles from the city, being connected therewith by a broad road, with magnificent trees on both sides. Ahmedabad has steadily progressed in wealth since 1817, when it was taken over by the British, and is now a prosperous city. Population, 120,000.

Ahmednagar– A large military and civil station by G. I. P. Ry. to Dhond (167th mileage.) Fares, Rs. 10-7 and Rs. 5-4, thence to Ahmednagar, 51 miles (Rs. 3-3 and Rs. 1-10), by the State Railway. The railway from Dhond to Manmad was opened on the 10th June 1880, total length 146 miles. Ahmednagar has a Fort with trench and draw-bridge, and "Wellington's tree" (13 feet in girth) near the Fort. In the trench there are nilghai and antelopes. A subterraneous passage leads from the Fort to the Binghâr village. Places of note are (1) Salabut Khan's tomb, 6 miles distant, and now converted into a "hot-weather sanitarium" for British troops. The next is (2) "Happy Valley," 12 miles, a nice bungalow under-ground and surrounded by hills, is a cool, shady retreat, and water from a rock keeps continually flowing. About 2 miles from the Cantonment is (3) a "Castle," now in ruins, surrounded by water. Passengers for Ahmednagar from the South East Line of the G. I. P. Railway change trains at Dhond, and those from the North East Line at Munmar. Water is brought into the city by pipes. Refreshment-room at the station and a travellers' bungalow three miles distant. Conveyances are procurable. The old Mahomedan aqueducts should be seen here. From Ahmednagar the traveller may visit Ellora and Ajanta Caves (q. v.) "Stewart Cotton-Mart," named after the Collector, was opened by Sir James Fergusson in July 1881. Two Agricultural Exhibitions were held here in 1883 and 1884. Cotton Factories :—Messrs. Gaddum and Company's, Mofussil, Broach, and Harvey and Sabapathy's. The new S. P. G. Church was consecrated by Bishop Mylne in September 1883. Tongas available at the Railway station. The fare to Aurungabad Rs. 10 (12 hours) with relays of ponies on Application to Bapoo Rao. near Cursetjee and Sons. the iron girder bridge spans the river Seena near an railway station..... 20-8 0 17

From BOMBAY to—	Approx. Fares.	Approx. Time.
Ajanta Caves—By G. I. P. Ry. to Pachora, 232nd mile, (Rs. 14-8 and Rs. 7-4). Thence to Furdapur (30 miles), from which village the Caves are visited. Small waiting-room at station, also travellers' bungalow. It is possible to drive a tonga, but the road is rough, and riding is pleasanter. The best way is to leave Pachora at 4 a.m., stop at Sindoorni (17 miles) during the heat of the day, either in the School-house, or under a tree (there is no dak bungalow), and finish the distance in the evening. Travellers must furnish their own provisions, bedding, and servants. Post Office at Sindurni, 17 miles. Good country carts and bullocks may be obtained by writing to the Mamlutdar of Pachora. The journey may be accomplished with a change of bullocks at Sindoorni in about eight hours. At Furdapur there is a dak bungalow. A guide is required to show the road to the Caves. These Buddhist Caves are 29 in number, carved in the amygdaloidal trap, and are among the best specimens of Cave architecture in India. Caves Nos. 1, 2, 6, 9, 10, 11, 16, 17, 19 and 20 are the only ones containing remains of the celebrated fresco paintings, supposed to be fourteen hundred years old, and admirably illustrate the religious and social life of the people of India when Buddhism was prevalent. (See Fergusson and Burgess' "Rock-Cut Temples of India," his "History of Architecture," and a small Pamphlet by Mr. Burgess.) Route from Ahmednagar *via* Aurungabad, also from Jalna.	Rs.	d. h.
Ajmere—B. B. and C. I. Ry. to Ahmedabad (310 miles); thence by Rajputana State Railway to Ajmere (305 miles)	43-3	1 3½
One of the principal towns in Rajputana. Surrounded by a stone-wall, in which there are five lofty gateways of great architectural beauty. Headquarters of the Rajputana State Railway, and the junction for the military station of Nusseerabad. Good travellers' bungalow close to the station. Conveyances can be obtained at the travellers' bungalow. The Mayo College is a very handsome edifice for the education of the Princes of the Rajputana States. An hotel has recently been established.		
Akola—A Municipal town. 20° 23′ N. Lat. and 76° 25′ Long. West Berar, G. I. P. Ry. to Bhusawul, 276 miles; thence by Nagpur branch, a Municipal town. 363 miles from Bombay; or 87 miles from Bhusawul; fares, Rs. 22-11 and Rs. 11-6; or 158 miles from Nagpur. A through train also runs from Bombay to Nagpur and *vice versa* daily. Waiting-rooms at the station, also dak bungalow close by. Headquarters of the Educational Director, Deputy Commissioner, Executive Engineer, Native Training and Boarding School, Church, Town Hall, Club, Government Telegraph Office, Library, Rest Camp for Troops, and the "Temple Gardens." The Central Jail is capable of accommodating 500 prisoners and is worth a		

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.

Akola—*contd.*

visit, as also the jail garden. The river Moorna, spanned by an iron girder bridge, separates the old town of Akola from the new. The Moorna has two annicuts. The Central Jail and Civil Dispensary are about 1½ miles from the railway station. The barracks constructed in 1867 for the troops have now been appropriated for Government offices, branch Bank of Bombay since October 1888, and residences. Akola is about 390 feet above the level of the sea, and is very hot from February to June. Feverish climate. Wild pigs, antelopes, and nilghai within a circuit of 20 miles. Jheri (timber mart), at the foot of Malghat, is about 46 miles distant, where tigers, bison, sambur, "blue bulls," are to be found; pea-fowl is obtainable at Dhulghat and Sisurda. Good native *shikaris* can be had at the latter places. There is no made-road to Jheri from here. Akola is the nearest railway station to Bassim, 50 miles, and Hingolee, 30 miles (q. v.) by mail cart on a bridged road. The area of the Akola District is 2,659 square miles. Population, 5,92,792.
Nurnulla Fort, 42 miles 22 0 18

Akote—(West Berar.)—G. I. P. Ry. to Akola. From Akola made-road to Akote, 28 miles. Wagoli, 11 miles, River Purna, Palsool 9 miles, Akote, 8 miles. Travellers' bungalow. Cotton Mart (Gaddum and Co.) and Post and Telegraph Offices. Road good. To Sheagaon railway station, 36 miles; metalled road. The best staple cotton jherri and bunni is got from this taluq. Large native town, and several structures worth seeing for their carved work. Good carpets can be had to order. Headquarters of a Tehsildar and Methodist Mission. Nurnulla Fort (q. v.) 14 miles.

Aler—(Nizam's State Ry.)—Is 42 miles from Secunderabad. Refreshment rooms and a Dharamsalla Jaghir of Nawab Byram Jung is 3 miles north where there is a "Hindoo temple of *Prasanath*." 38-13 1 9

Aligarh—E. I. Ry. junction (q.v.), 312 miles from Allahabad; fares, Rs. 29-4-0 and Rs. 14-10-0; change carriages for Chandausi, O. & R. Ry. About 13 hours ride from Allahabad. Refreshment and waiting rooms. Aligarh or Allyghur is 903 miles from Bombay ..... 58-8 ...

876 miles from Howrah, *via* the Chord line. Aligarh is 49 miles to the junction station at Tundla (q.v.) E. I. Ry., I. M. Ry., B. B. & C. I., and Agra branch.

Allahabad—844 miles from Bombay (228 miles from Jubbulpore) 59 1 14

Another route *via* Itarsi, Jhansi and Manikpur; distance from Bombay, 946 miles 61-0 1 13

This city, the ancient Prayaga, was built by the Hindoos, and is held sacred by them, about three miles

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Allahabad—*contd.*		
from the confluence of the Ganges and Jumna rivers, which can be seen with advantage from the palace in the Fort. The waters of both rivers are easily distinguished by the difference in colour. The objects of interest are the Fort, built by Akbar, by whom the city was named Allahabad (the city of God); one of Asoka's columns in the centre of the Fort; and a subterraneous passage; also the Arsenal by permission of the Commissary of Ordnance; and Sultan Kushru's Serai and Gardens, in which there are three mausoleums, surmounted by marble domes, raised over the Princes Purvez and Kushru, and the Begum Jehangir. There are several hotels, Laurie and Staten's, and the Great Eastern, a branch of the well-known hotel in Calcutta. A fine public garden called the Alfred Park and a handsome High Court. The Mayo College and Town Hall are buildings that should be visited; also the Mayo Hospital. The European part of the city is quite distinct from the native quarter, the E. I. Ry. running between them. The former is called Canning Town, and has been built since the Mutiny. Guides can be obtained. Change trains for Calcutta and Delhi sides. Kellner's refreshment room on the premises. The bridge across the Jumna is near the station. It is constructed for the railway train, and below it is the road for passengers, carts, &c. A toll of from 3 pies to 8 annas is levied to cross the bridge. Sutna station between Allahabad and Jubbulpore, 110 miles from the former and 118 miles from the latter; is the only place where refreshments can be had. Conveyances at the station. The place is very hot in summer, and the roads dusty for the want of good metal which cannot be obtained.		
Amraoti (East Berar).—To Budneira on G. I. P. Ry. Waiting and refreshment rooms. Good Dak bungalow. From Budneira by State Ry., 6 miles. Headquarters of the Revenue, Judicial, and Sanitary Commissioners, H. A. D., Inspector-General of Police and Jails, H. A. D., and Chaplain. Next perhaps to Bhavnagar one of the greatest Cotton Marts in India and place of great commerce. District Offices, Central Jail, High School for natives, Telegraph Office, a Bank, Executive Engineer's Office, a Club Church, Municipality, and Local Fund Office. The heat is very great in summer. The European Camp is on a hill about two miles from the city, and one-and-a-half miles from the railway station. Dak bungalow near the railway station. Tonga mail to Ellichpur, 30 miles. The District is 2,759 square miles in area, and station 1,213·18 feet above sea level. Population, 5,75,328. To Ahmednagar, 254 miles by road. Head-quarters of the Berar Volunteer Rifles.	26-3	...

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d.	h.
Amritsar– G. I. P. Ry. to Jubbulpore, thence to Allahabad, thence to Ghaziabad, and thence to Amritsar, 1,546 miles	119·4	4	0
Or new route by B. B. and C. I. and Rajputana State Rys. to Delhi; thence by the North-Western Ry. to Amritsar (316 miles)	75·7	2	7½
The railway fare fro n Delhi to Amritsar is Rs. 19-13— in all 1,206 miles. Or by G. I. P. Ry. to Itarsi, I. M Ry., E.I. Ry., N. W. Ry., 1,273 miles, *via* Ludhiana, Phillour and Jullunder	83-11	...	

Passengers by this route can avail themselves of the through carriage which runs daily between Bombay and Lahore. Amritsar is the great piece-good market of the Punjab, and is celebrated for the excellence of its manufacture of Cashmere goods, and for the Great Shikh Temple. known as the Golden Temple, and the handsome tank, which is known as the *pool* of immortality. The pool is fed by a conduit from the B. Doab Canal. The dome of the temple (as are those of two or three others in its vicinity) is covered with gold and is dedicated to the warrior saint Govind Singh. There is a very fine clock-tower in the square leading to the tank. The Public Garden at Amritsar, the Rambagh, was once the park of a royal residence: it has now been laid out with considerable taste as a flower garden with walks and drives. The fortress of Govindghur is three miles from Amritsar. Three hotels and travellers' bungalow. Amritsar is 32 miles from Lahore (q. v.)

Anantapur.—In the Bellary or Ceded Districts, headquarters of Collectorate. The traveller can proceed either from Gooty or Tadpatri. Picturesque large tank, and the Muchulota hills have to be crossed. Sport fairly good.

Arconum Junction—(Madras), 42nd mileage; fares, Rs. 4 and Rs. 2. Refreshment-rooms. Distance from Bombay, 751 miles	56-11	1	14

Asirghar—G. I. P. Ry. to Chandni, 322 miles; thence 7 miles by a good road. Asirghar is situated on an isolated hill in the Satpura range of Ghats, at an attitude of 850 feet about the surrounding country and 2,300 feet above sea level. Climate temperate, and the fort is health resort for the Mhow Garrison. Fare to Chandni, Rs. 20-2.			

Assam—Steamers of the India General Steam Navigation Company run weekly from Calcutta to Assam every Friday.

Atgaum—G. I. P. Ry. The nearest railway station to the "Tan-a Water Works." Travellers to make their own arrangements for conveyances	3-11	0	5

From BOMBAY to—	Approx. Fares Rs.	Approx. Time. d. h.
Aurungabad—Nizam's Dominions. Telegraph Office	36-2	0 16

Population, 8,681 ; Military and Civil. To Nandgaum, G.I.P. Ry., 178 miles (Rs. 11-2 and Rs. 5-9). Waiting and refreshment-rooms ; also travellers' bungalow, thence by tonga, 56 miles, to Aurungabad (Rs. 25). Mail tonga runs from Nandgaum to Aurungabad in nine hours ; (fare, Rs. 10 per seat). Travellers' bungalows with messmen at Turroda, 14 miles ; Deogaum, 20 miles ; and at Aurungabad, 21 miles. Or it may be easily reached from Ahmednagar. The mail tonga runs from Aurungabad to Jaulna. Aurungabad, 40 miles from Kunnad, formerly the capital of the extensive provinces of the same name, is now a city in ruins. About 8 miles from Aurungabad, N.W., is the Fortress of Doulatabad (2,289 feet above sea level), to see which it is necessary to procure a pass from the Subha through the station staff officer, Aurungabad. This extraordinary hill consists of a vast conical-shaped rock, scarped all round to a complete perpendicular for a height of 120 feet from the base. The upper part of the hill is reached through a low, narrow, dark passage hewn in the solid stone, and leading to a large vault excavated in the interior of the hill. At the summit there is a Bara Dhari (bungalow), a delightful view. From this chamber a vamp or gallery gradually sloping upwards winds round in the interior. A number of iron guns of Oriental manufacture : also stone shots. At a short distance outside the ditch is a minaret, about 230 feet high, said to have been erected in commemoration of the first capture of this place by the Mahomedans. At Aurungabad is the very handsome tomb of Rabia Durani, called Beebi Mookbara, daughter of the Emperor Aurungzebe. It is a model of the famous Taj at Agra. From Aurungabad the traveller may visit the Ajanta Caves, 54 miles ; *via* Phulwari, 14 miles ; Selhod, 21 miles ; Ajanta, 49 miles ; and Furdapore, 5 miles ; at which places there are travellers' bungalows. From Furdapur to Pachora, G. I. P. Ry. station, is 30 miles The city is 1½ mile from the Military Cantonment. The military officers of the H. C. have a bungalow given them in the city, situated on a very high spot, and known as the Burra Baridari. This station is also the headquarters of the Nizam's Revenue Survey and P. W. Departments. The military have their own P. W. D. sub-division officer. The coin is Halli Sicca currency. Good grapes, peaches, English figs, and oranges can be had here and at Doulatabad when in season. The river Kaum (Gundanulla) separates the city from the Cantonment. The average rainfall annually is 28 inches. Nagpore (old dak line) road is 294 miles from here. Aurungabad mean height is 1,885 feet above sea level. The caves of Ellora are 14 miles N. W. of Aurungabad *via* Doulatabad.

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d.	h.
Australia—By P. & O. Co.'s steamer, twice a month—			
King George's Sound	350	22	0
Adelaide and Melbourne	400	29	0
Sydney	400	32	0

Avady.—For Poonamallee (Madras line), a military depôt and pensioner's residence, twelve miles from Madras. Avady is four miles distant, and is the nearest railway station on the Madras line. Tripassore, once a famous historical town, fourteen miles further, is now going to ruin. It is situated in the Chingleput district, 3 miles from the Trivellore station 50-8 1 9½

Badnera—(East Berar) 413th mileage by the G. I. P. Ry. on the Nagpur Branch ..... 25-13 ...

This is the junction of the State line to Amraoti, 6 miles. Distance to Nagpur 108 miles by rail. Large staff of railway officials reside here. A fair weather road to Hingolee *via* Karinja and Bassim. A metalled road from hence to Amraoti. Good waiting and refreshmentroom at this station ; dak bungalow.

Bagdad—By B. I. S. N. Co.'s steamer to Bussorah. From Bussorah to Bagdad by the steamer of the Euphrates and Tigris Steam Navigation Co..... 318 16 0

Bagra—G. I. P. Ry., 480 miles from Bombay 30-0 0 18½

This was once the famous "Thug Retreat," about 2 miles from station. The stronghold is in ruins. An excellent girder bridge, about 380 yards long, spans the Burra Tawar river. The bridge is named the Alfred, as H. R. H. the Duke of Edinburgh placed the last rivet in it. Game of all kinds obtainable in these hilly and forest tracks. A tunnel immediately after crossing the splendid viaduct, which has six spans from 200 to 140 feet.

Bahilpurwa (N. W. P.) I. M. Ry., about 10 miles from Manikpur, E. I Ry. (q. v.). An extensive forest where large game are obtainable except the gaur and elephant. Water scarce. Dak bungalow at *Etchwara*, about 10 miles from Karwi.

Banda—I. M. Railway (N. W. P.)—The nearest route is *via* Itarsi and Jhansi ; distance from Bombay, 821 miles. 51-5 1 15

Also East Indsia Railway to Futtehpur, and thence by horse dak, 48 miles, on a good road. Crossing the Jumna, about half way. Or by rail to Manikpur, thence by a fair road, 62 miles, *via* Kirwi. Or by the I. M. R. And 63 miles to Manikpur, E. I. R.; fares, Rs. 3-15-0 and Rs. 2. Jhansi is 119 miles distant, through railway communication from 1st August 1889. River *Cane* is spanned by a beautiful iron girder bridge of 12-100′ and 1-250′ spans, 2 miles from station. This is the

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.

Banda—*contd.*

headquarters of the district, and was garrisoned since the mutiny by a wing of the Bengal Infantry, but it has now been withdrawn. District offices; famous for stone carvings and ornaments. Very beautiful pudding-stones are obtainable from the river Cane; also good fishing. Road to Saugor and Jhansi. The I. M. Ry. pass this station to the latter military station. Ajaigarh and Punna (q.v.) are about 26 and 50 miles from Badausa railway station. A monument to the gallant soldiers who fell during the mutiny of 1857 is erected at Banda. Refreshment and waiting rooms.

Bangalore—To Jollarpet by Raichore and Arconum, or by B. I. S. N. to Beypore. From Jollarpet there is a branch line to Bangalore; several hotels. This is an admirable station for a summer visit. The Government House, Gardens, &c., are the principal sights. The shortest and cheapest route between Bombay and Bangalore is *via* Poona and the Southern Mahratta Railway. Through train service between Poona and Bangalore and *vice versa*..... 39-2 ...

The Military and Civil station of Bangalore is 3,000 feet above sea level, or about 1,200 feet higher than the large Military Cantonment of Secunderabad and Trimulgherry. In Summer the highest temperature is below 89°. Several churches of various denominations. The sights worth seeing are:—Government Museum in "Cubbon Park;" *Lall Bagh* (Gardens); and the Maharajah of Mysore Palace. The Pettah is two miles south of Bangalore The historical Fort (oval shape) is worth a visit. There are the "Delhi" and "Mysore" gates. The former is of chisselled granite. At this gate Lord Cornwallis captured the place in A.D. 1791 from Tippoo Sultan. East of the Fort stands an obelisk about 35 feet high, to the memory of Colonel Moorhouse and two officers who were killed. The spot where stood a "wheel in which Captain Baird (Sir David) had to amuse Tippoo and the Ranees of his *harem*," during his incarceration, is still pointed out.

By Beypore	120-2	4	0
By Arconum.....	72-11	2	40

Bareilly—A junction station on the O. & R. Ry., 355 miles from Howrah (Calcutta); fares, Rs. 16-10-3 and Rs. 7-6-3. Take train from Allahabad to Lucknow (q.v.), and 146 miles from the latter station, Bareilly is reached in 6½ hours. Fares from Lucknow Rs. 6-13-6 and Rs. 3-0-6. Refreshment rooms are at the City station, a mile from the junction. Bareilly is the junction for Nynee Tal (q.v.) and Pilibheet, a branch line, 36 miles long. Chandausi is 44 miles from Bareilly, and is a junction station for Aligarh (q.v.), 60 miles long.

From BOMBAY to—	Approx. Fares.	Approx. Time.
Baroda—B. B. and C. I. Ry. (247 miles), is the capital of the territory of H. H. the Gaekwar. There are good refreshment rooms, also waiting-rooms and sleeping accommodation at the railway station. Conveyances meet all passenger trains, and there is a travellers' bungalow in the camp, about 1½ miles from the station. Among the sights is the new palace built after a design by Mr. R. F. Chisholm. The gold and silver guns can be seen on application to the Prime Minister	Rs. 15-8	d. h. 0 9½
Barsi Road—234 miles from Bombay. The town is about 20 miles from Barsi town. The great fair in honour of Vithoba (Vishnu), is held at Punderpur, about 32 miles distance. This is the nearest railway station to Mominabad Hyderabad Contingent Station. A tonga dak runs to Punderpur from Barsi.	14-10	0 10½
Bassim—By G. I. P. Ry. to Akola, thence by tonga to Bassim, distant, 50 miles. There are Post and Telegraph Offices, and Deputy Commissioner's and Tahsildar's Cutcheries. and Civil Hospital. There is a made-road from Akola to Bassim. Pathur, B. and P. O., 20 miles, metalled road diverts to Khangaon; Maidsee B. 8, and Mallagaum B. 8 miles, and Bassim. 13 miles. Travellers' bungalow at Bassim. Tonga mail service to Akola. Bassim District is 2,958 square miles in area, and the population is 3,58,883. Shikar abundant. The highest mountain is 2,000 feet high in the Poosad taluq. Bassim is 1,000 feet above the level of the sea..	22-11	...
Bassein.—B. B. and C. I. Ry, 34 miles. It is the first station on the mainland, which is connected with the Island of Salsette by two long bridges, from which a distant view of the famous ruins is obtained. There are waiting-rooms at the station and a travellers' bungalow near the ruins, which are five miles from the station. Ponies can be obtained close to the station	2-2	0 2
Batavia—By P. & O. steamer once a fortnight	420	...
Belgaum—By G. I. P. Ry. to Poona, 119 miles (q.v.), thence by S. M. Railway (244½ miles). Is a military station, garrisoned by Madras troops, and is 2,550 feet above sea level.....	22-12	0 23
Bellary—S. M. Ry., Change carriages at Guntakul. A large military station. The fort consisting of three lines of works, two encircling, and one crowning an irregularly shaped granite hill, is a fair sample of Indian fortifications, but is not worth a special visit. Madras, 307 miles; fares, Rs. 34-6 and Rs. 17 4. Dak bungalow. Ramandroog sanitarium is 37 miles distant from Bellary. Another route is by G. I. P. Railway to Hotgi, and thence by S. M. Ry. *via* Bijapur, Gadag, and Haspet to Bellary. The traveller by this route may visit the famous ruins at Bijapur or Humpi from Haspet. A third route is now open between Bombay and Bellary, *via* Poona, Belgaum, and Hubli	52	1 6

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.

Benares—(937 miles). *Via* Jubbulpore and Allahabad. Through train to Mogul Serai, thence by branch lin e (6 miles). Junction for O. & R. Ry. The European quarter is named Sekrole, and is about 4 miles from the railway station. Benares is a sacred city of the Hindoos, and was originally called Kasi and Kasika. The temples and shrines number over 5,000. In addition to these there are a number of magnificent buildings, residences of wealthy princes, interspersed with mosques and temples. Here is alsothe Musjid of Aurungzebe, the great Durga Temple, and a celebrated tank. The place is infested with monkeys, which are venerated by the Hindoos. The Golden Temples of Bishewar and Bhaironath, the Well of Fate, should be visited, as also the remains of the Buddhist establishment (Sarnath), about 4 miles from the city. Intelligent guides can be obtained at the hotels, of which there are two, Clarke's and the Osmond Hotel, late Reynolds' 68-10 1 17½

Berar—Or Hyderabad Assigned Districts, assigned by His Highness the Nizam to the British Government, under the treaties of 1854 and 1861. There are two distinct sections of Berar—namely, the Payanghat or lowland and the Balaghat or highland country above the Ajanta ridge. The principal places of trade are Akola, Amraoti, and Khangaon. Berar contains 17,711 square miles. Coins, British currency and copper dubs; the latter at 32 per rupee.

Betwa Canal Works (N. W. P.)—Is situated at Paricha, about 14 miles below the site of the great viaduct on the Jhansi-Manickpur line, in the 9th mileage from Jhansi. A masonry dam has been constructed across the *Betwa* and other irrigation works are in progress. This river has its source near Bhopal, with a drainage area of about 11,000 square miles, the velocity is about 13 feet per second, or at an average of about 8·86 miles per hour during floods.

Bezwada—Terminus of the Nizam's State Ry., 338 miles from Wadi Junction, G. I. P. Ry..... 31-11 1 20
Dak bungalow, Post and Telegraph Offices, Canal to Ellore and Dowlaishweram by boats. River *Kistna*, with a grand Anicut, worth seeing. The Anicut was begun in January 1850 and completed in October 1858. Length from wing to wing (excluding the *under sluices* 3,199 feet) is 3,713 feet. There are a set of under sluices on either side with 15 vents of 6 feet each. The "crest" of the Anicut is 43 feet above "high tide level" at Masulipatam (sea coast) and feed upwards of 300 miles of Canal. *Bezwada* is to be the junction of the "East Coast Railway." The "first sod" ceremony was performed by Lord Connemara, Governor of Madras, i October 1890.

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.
Bhavnagar—By B. B. and C. I. Ry. to Wadhwan, 390 miles; thence by Bhavnagar-Gondal Ry. (104 miles). Good travellers' bungalow, horse and bullock shigrams are procurable. Bhavnagar is a flourishing model Native State under H. H. Maharajah Shri Takhtsingji, G.C.S.I.	31	0 21
Or by B. B. and C. I. Ry. to Surat, thence per steamer or country boat. The steamer does not run during the monsoon, the only route is by mail boat, daily, from Bugwa Dandi to Gogo, thence per country cart to Bhavnagar, 12 miles; good road. Bugwa Dandi is 18 miles from Surat; fare by country cart from Randeer Re. 1-4.		
Bhopal.—The train takes about three hours to complete the journey of 57 miles from Itarsi junction of the G. I P. Ry. and 521 miles from Bombay *via* Itarsi, A through "joint stock" carriage available either here or at Bombay, to avoid changing carriages. Direct route to Cawnpore, Gwalior, Morar Road, Agra, and Tundla *via* the Central station at Jhansi. The line, after crossing the river Nerbudda, enters the Bhopal State and traverses the spur of the Vindhya mountains. The summit, 1,000 feet above sea level, is at Bharkhera. The extension from Hooshungabad, 46 miles, was constructed by Her Highness the Begum of Bhopal, at a cost of about fifty lakhs of rupees: travellers' bungalow. From Bhopal the line has been extended to Gwalior *via* Bhilsa. The scenery *en route* is grand. The Indian Midland Ry. connects this station to Jhansi; the line was opened on 1st January 1889. Distance, 181 miles to Jhansi, thirty-three miles from Bhopal; the native city of Bhilsa is crossed, which is under the management of the Begum of Bhopal's Government. Good shooting. Panther, samber, deer, peafowl and hare are met with along the route of the Indian Midland Ry.	32-9	0 20½
Bhosawul—By the G. I. P. Ry., 276th mileage. Waiting rooms; also a refreshment-room. This is the junction station for the Jubbulpore main line, and the Nagpur extension. Large railway depôt, population of Europeans and natives; is the head-quarters of the Assistant Collector; has public gardens, reading-rooms, a gymkhana, and a swimming-bath. There are also churches and schools, with a Government Telegraph office. The river Taptee, 2½ miles on the Jubbulpore line, is crossed by one of the largest viaducts on the G. I. P. Ry. Change carriages for the Berars and Nagpur.	17-4	0 12¾
Bhowangir—(Nizam's State Ry.), 29 miles from Secunderabad; fares Rs 2-6-0 and 0-14-0. Good fair weather road east of the capital. Population, 3,800, An annual fair is held in honour of a shepherd named "Bhonadu," hence the origin of the town. The old ruins, guns, the palace, &c., are worth seeing. The shrine of a Mahomedan saint "*Shah Jamal Bahar*," it is said, was buried alive. Refreshment rooms. Good sport to be had near the adjacent hills.....	37-8	1 3¼

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.

Bhuj—Steamers weekly from Bombay to Cutch Mandvie, from which there is a good road to Bhui. Mail tonga and bullock hackeries can be obtained at Mandvie. Or by B. B. & C. I. Ry. to Wadhwan, (Rs. 24-6), thence by Morvi State Railway to Morvi ; from Morvi to Wawanee (45 miles), whence one of the Rao of Cutch's boats runs across the Gulf of Cutch to a place called Rohur ; thence to Anjar (10 miles), by bullock shigram. At Anjar there is a bungalow, and supplies are procurable. From Anjar to Bhuj the journey is 26 miles.

Bhurtpore.—By B. B. and C. I. Ry. and R. M. Ry ; distance, 815 miles. Another route *via* Itarsi, Jhansi, and Agra Cantonment ; distance from Bombay 873 miles. The Maharaja keeps an open dak bungalow for European visitors, where food, wines, &c., are free ; also carriages. The interesting fortress of Deeg is also to be seen in this State. Splendid shooting 55-1 2 9¾

Bibinagir—Is a small town on the Nizam's State Ry., 21 miles from the Military Cantonment of Secundera-bad. The present fortification, with four massive gates, was built a century ago by the favourite Begum (Janabul Nissa), of the then reigning Nizam, hence the name. Small game available.

Bijapur—By G. I. P. Ry. to Hotgi, 292 miles, south-east line, and thence 59 miles by Southern Mahratta Ry. Refreshment-room and a travellers' bunga-low. Tongas and bullock coaches may be obtained at short notice. Bijapur was at one time the head-quarters of a province under the Bidar Govern-ment. Yusaf Khan, a Turk, who was appointed governor, rebelled in 1489, and set himself up as King of Bijapur under the title of Yusaf Adil Shah. His descendants continued to reign at Bijapur for nearly two hundred years, during which time the prosperity of the kingdom so increased that it became the second Mahomedan city in India. This naturally drew down upon it the jealousy of the Emperors of Delhi, who put forth their greatest efforts to subjugate it, and eventually it fell to Aurangzeb, who beseiged and reduced the city in 1686. During this period the Adil Shahis adorned their capital with many noble buildings, the remains of which now testify to the lavish expenditure of labour and money that was freely bestowed upon them to make them what they are—works of art. Among the principal buildings left us are :—The Great Gol Gumbaz, with one of the largest domes in the world, in which is a most remarkable whispering gallery ; the Jama Masjid ; the Mehtar Mehal ; the Asar Mahal ; the Taj Bauri ; the Ibrahim Ranza ; the Gagan Mahal ; the Sat Manjli ; the Makka Mosque ; the Chini Mahal ; the Anand Mahal ; the Ali

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Bijapur—*contd.*		
II. Ranza; the Andu Masjid, etc. There are also some very large guns, chief among which is the Malik-i-Maidan with a calibre, 2 ft. 4 in. diameter. Two or three days can be well spent in rambling about this old city of ruins and its suburbs. Unlike Ahmedabad, which is a thickly built modern city, in which its remains are buried among the houses, Bijapur lies spread out upon the plain, a veritable Palmyra of the Deccan. From any elevated spot a grand view of the whole of its ruins may be seen from those beneath the spectator's feet to these miles away upon the distant horizon, interspersed with jungles of prickly-pear, fields, and small hamlets. What population has remained has for the most part settled down in the west end of the city, where the new bazaar is.	21-15	...
Bilaspur (C. P.)—Bengal-Nagpur Ry., distance from Nagpur 256 miles in about 20 hours. The city is about 4 miles from the railway station. Junction station to Kutni (E. I. Ry). The Government officials are:—Deputy and Assistant Commissioners, Superintendent of Police, Medical and Forest Officers; besides, there are missionaries, shopkeepers, and the B. N. Ry. Co-operative Stores	56-8	1 14½
Bina (Etawah)—I. M. Ry. Jhansi-Bhopal line, 86 miles from Bhopal. Junction station for the military station of Saugor, C. P., (q. v.), opened 5th June 1889. Fares from Jhansi, Rs. 5-15-0 and Rs. 3-0-0, and from Itarsi junction, Rs. 8-15-0 and Rs. 4-8-0. This junction station is named after the river *Bina* to avoid the village "Etawah" (*vide* maps), being mistaken "for Etawah" on the E. I. Ry. The river "*Bina*" is about 4 miles from the station, and is spanned by an iron girder bridge of four openings. Refreshment and waiting rooms. Wild boars and small game available.	37-15	...
Bolarum—Five miles north of Secunderabad. Headquarters of the Hyderabad Contingent Troops, a Cavalry Field Battery, and an Infantry Corps, Telegraph Station. The British Resident remains in this station for about four months in the year. Healthy and picturesque. The Superintending Engineer's and Accountant-General's offices are located here. Bolarum is 1,893 feet above the level of the sea. The palatial European Cavalry Barracks, double stoned, deserve notice. Coins, Halli Sicca and Government.		
Borivli (Dysur)—By B. B. and C. I. Ry. 22 miles. It is near the Caves of Montpezir, and the ruins of a Jesuit Monastery, to which large numbers of Roman Catholics periodically repair. The famous Kennery Caves are four miles from this station. There is a waiting room at the station, ...	1-7	0 2

From	Approx. Fares.	Approx. Time.
BOMBAY to—	Rs.	d. h.
Broach—By B. B. and C. I. Ry. (203 miles)	12-12	0 8¾

12 miles from Broach, up the Nerbudda, is the celebrated Banyan tree, covering from three to four acres of ground, and 15 miles beyond this spot are the renowned cornelian mines, from which the Cambay market is supplied. There is a waiting room at the station ; also a travellers' bungalow in the town. Conveyances are to be had at the station.

Budni and Barkera—Picturesque scenery between the 14th and 22nd mileages from Itarsi on the Bhopal State Ry. After leaving Hoshungabad and crossing the splendid iron viaduct, spanning the silvery *Nerbada*, the scenery on the ghat becomes sublime for about 8 miles. The train travels at a slow speed, while traversing the spur of *Vindyha* mountains, enabling Nature's beauty to be viewed in all its grandeur, especially from July to December.

Buldana—A small hill station, in West Berar, 2,190 feet above the sea. At Girola, 9 miles from Buldana, is a Banyan tree, with a shade of about 500 yards. The district contains 2,804 square miles in area. Population, 4,39,763. Headquarters of Deputy Commissioner and Superintendent of Police. Route *via* Mulkapoor on G. I. P. Ry., Nagpur Branch. Small waiting room. Country carts and sometimes ponies by special arrangements can be obtained. Pony mail tonga to and from Mulkapur in 5 hours. Road good, and the Ghat ascent (23·26 miles) is easy, and the scenery picturesque. Bungalow at Mothla, 16 miles, Buldana, 12 miles. To Chikli, 14 miles B. P. O., Lavalla B., 14 miles, and to Mehkur B. P. O., 14 miles. The Lonar Soda and Salt lake is 12 miles further. Davalghat is 6 miles from here. Nilghais and panthers are obtained at a short distance near Devalghat. Assaye is about 30 miles from here.

Bunnoo or Edwardsabad—An important frontier military station. Rail to Bukkar; thence 80 miles by mail tonga *via* Dera Ismail Khan. Three dak bungalows *en route*, and P. W. D. bungalow in Bunnoo.

Burhanpur—On the G.I.P.Ry., 310 miles, about three miles from the station. Waiting room. Dak bungalow and a dhurumsalla for natives. The minarets of some fine mosques are visible from the railway. The city is surrounded by walls, covering an area of 1½ square miles—population about 30,000 souls. The ruins of the Padesha Fort contain a specimen of a Turkish Bath, with domes and marble floors ; and a platform extends some 80 feet over the river Taptee, which flows under the walls of the palace. The manufacture of gold and silver wire-drawing and "kinkob" and brocade silks is carried on in the city. Conveyance—country carts.

To Assirghur Fortress, 25 miles by road	19-6	..

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.

Burwa Sagor (N. W. P.)—I. M. Ry., 13½ miles from Jhansi, on the Jhansi-Manickpur Railway. Traffic from the southern native States, especially from Tehri, is brought here for exportation; fares, Re. 0-14-0 to 0-7-0. Dak bungalow with *khansamah* and a Post Office. An old fort is worth seeing. This once famous town is now a rendezvous for picnics by the Jhansi folk. In the 9th mileage the river *Betwa* is crossed by an excellent iron viaduct of 13-150 feet and 1-60 feet spans of stone masonry piers about 90 feet high. Gavials, Mahsir, and Rahu, &c., abound in this river, providing ample sport for the rod and gun. The Burwa and Arjar lakes are of great magnitude in the 14th and 20th mileage, and could be seen on either side of the railway line. Game of all kinds are procurable in and out of the forests. This river is crossed twice between Jhansi and Bhopal. The much talked-of "Betwa Canal Works" (q. v.) at Paricha are about 14 miles below the site of the viaduct.

Bushire—By B. I. S. N. Co.'s steamers which leave weekly. 240 ...

Or by the steamers of the Bombay and Persia Steam Navigation Company, Limited ..... 60 ...

Arrangements for food by the latter must be made with the Captain. Bushire is healthy during the cold months. Every kind of English goods can be had; living is cheap. No hotels or public conveyances. It is a seaport, and is the centre of a large trade which is carried on with India, China and Europe. Good shooting can be had in the neighbourhood of Chabaug—distant about seven miles from Bushire.

Busreh—By B. I. S. N. Co.'s steamers 200 0 13

Buxar—E. I. Ry., 411 miles from Calcutta; fares, Rs. 38-8-6 and Rs. 19-4-3; situated on the bank of the Ganges. A branch of the "*Sone* canal system" separates the railway station and the city, falls into the Ganges near the old Fort. A central jail to accommodate 1,000 prisoners is to be seen, also Opium godowns, Magisterial offices, Dak bungalow near the Fort, and a Charitable hospital. The battle of Buxar was fought in 1765, during Lord Clive's government.

Calcutta—Through train, 1,400 miles 112 2 12

Or by B. I. S. N. Co.'s steamers, which leave weekly and touch at Coast ports 300 2 0

The Railway stops at Howrah, on the opposite bank of the river Hooghly, which is crossed by a bridge about three-quarters of a mile long. There are hotels in Howrah. The Calcutta hotels are all near the Government House. The Great Eastern is the best hotel. The Eden Gardens, Fort, public buildings, and Howrah Bridge are the principal objects of interest. There are through carriages provided on the trains, daily, by which a person can travel right to Calcutta, obviating the changing carriages at Jabalpur.

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d.	h.
Calicut—The terminus of the Madras Ry. on the Western Coast, and the port of the Wynaad district. Called at weekly, each way, by the British India and Asiatic steamers. Two commodious hotels and a residential club. Pony transits to Tellicherry, 43 miles, and Cannanore, 56 miles, passing the French possession of Mahe, the journey through taking 5 hours; in scenery very much resembling the seaboard of Ceylon.	70.3	2	8

Carlee Caves—To Lanowlee G.I.P.Ry. (Rs. 5), 80 miles; waiting and refreshment-rooms at the station. There is also a good hotel; or to Karli, the next station, 85 miles. On passing Khandalla, leave a note for the Station Master, asking him to send up a pony to Lanowlee next morning, whence the Caves may be visited (four miles). The chief Cave is one of the largest and most complete in India, and was excavated at a time when the style was in its greatest purity. It is supposed to be early in the second century A.D. It is hewn in the face of a precipice, about two-thirds up the side of a hill, which rises 800 feet above the plain, and is approached by a narrow path among trees and brushwood. An insignificant temple of Siva serves as a sort of gateway. The entrance portico is 52 feet wide, and rests on four columns, two of which are set in the walls. In front of it, on one side, stands a *lion pillar*, so called from having four lions fixed back to back in its capital. The doorway under the portico is through a screen, above which rises a rather imposing arch. The front of the screen is carved with nearly naked male and female figures, larger than life. Three colossal elephants are also seen in relief, their heads looking outwards, and boldly projecting from the wall. The Cave is something like an oblong Church, with a nave and side aisles. It is 126 feet long by 45½ feet broad, and has a circular apse behind the shrine. The roof is circular, resting on 41 pillars, each of those in the aisles having a "tall base, an octagonal shaft, and richly moulded capital, on which kneel two elephants, each bearing two figures, generally a man and a woman, but sometimes two females, all much better executed than such ornaments usually are."—(*Fergusson.*) The pillars behind the Dagoba are plain. This dagoba is a dome on a circular drum, surmounted by the remains of a wooden chatter or umbrella. The only light which is admitted within the building falls on this object, with great effect. The interior is spacious and in good repair. Besides the principal temple, there are many smaller apartments or cells, some ornamented with sculpture.

Caves of Bhaja and Bedsa—Railway to Lanowlee. Waiting and refreshment-rooms; also a good hotel (see Carlee); thence to travellers' bungalow at Carlee (guides must be obtained here) by pony—thence to the Bhaja Caves, about 5 miles and Bedsa 9 miles, respectively. They are Buddhist Caves, are supposed to be much older than Carlee Caves, and well worth a visit. Pony is about Rs. 4 per diem.

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d.	h.
Cawnpore—By G. I. P. and E. I. Rys. (965 miles). Change carriages for the O. & R. and C. A. Rys.	71-2	1	20
Junction with the Jhansi-Cawnpore section of the Indian Midland Ry. Distance, 145 miles. The nearest route is *via* Itarsi junction and Jhansi, 839 miles from Bombay	52-7	...	
The river Jumna is crossed by this branch of the Ry. Cawnpore is situated on the right bank of the Ganges about 130 miles above its junction, with the Jumna at Allahabad. The Mutiny of 1857 brought it conspicuously to notice. The objects of interest are the Memorial Garden, in which a memorial is erected over the well, into which so many victims were cast; and two cemeteries in the garden; General Wheeler's entrenchment; State Chowra Ghat (the scene of the slaughter of the garrison); and the Memorial Church and a small cemetery is situated in the precincts of the European Infantry Barracks. There are three hotels in Cawnpore, in addition to Kellner's Refreshment rooms, where hotel accommodation is afforded.			
Ceylon—By Austrian Hungarian Lloyd's, monthly	75	4	0
By P. and O. Co.'s steamer, fortnightly	120	6	0
By B. I. S. N. Co.'s steamers, fortnightly	150	9	0
Chakrata—Hill sanatarium, 7,000 feet above sea level; station for one British regiment. Dak bungalow in station; 79 miles from Saharanpur by bullock shigram, &c.			
Chalisgaon—(Khandeish). On the G. I. P. Ry., 204 miles. Has a travellers' bungalow and a serai for natives. From this station is the direct road to Dhulia, 34 miles, the headquarters of the Collector of Khandeish. Kunhur, Nizam's Dominions, is 20 miles distant. Tongas, ponies, and country carts. The Bhamer Caves are 70 miles distant from here *via* Dhulia. To Jalgaon Cotton Mart and G. I. P. R. station there is a made-road about 40 miles distant	12-12	...	
Chandernagore—Through train (1,378 miles)	110-10	2	11½
Chandernagore is a French settlement. The railway station is, however, in British territory. There are two hotels in the Fort. It is the seat of a French sub-Governor, and is only three square miles in area.			
Chandni—G. I. P. Ry., Jabalpur line; 322 miles from Bombay. Small station situated in a forest, and is six miles distant from the famous Asirgarh Fortress, where a detachment of British Infantry is stationed. Game of all kinds. A small waiting-room; provisions difficult to be had. Mountainous country. The hill, on which the fort is constructed, is about 950 feet high. The city is 2,350 feet above sea level. Water is never known to fail. Grapes are plentiful	2-2	0	7

From BOMBAY to—		Approx. Fares.	Approx. Time.
		Rs.	d. h.
Chikalda—The hill retreat for officers in the Berars, situated about 20 miles to the north-west of Ellichpoor, and 50 miles from Amraoti railway station is 3,777 feet above the level of the sea and 182 feet higher than Gawilgurh; the climate throughout the year is delightful. In January the thermometer is 61° under a tree. There are about fourteen bungalows on the hill, the first of which was erected in 1839; a Dispensary, Observatory, Post and Telegraph Offices, combined Tehsillee, and a beautifully laid out garden. From the foot to the top of the Ghat is about four miles, ascents very steep and winding. The old Fort is about two miles from the Camp. The scenery is sublime. Several large tanks are on the hills. Shikar abundant.			
Chitra-Kot and Sitapur—A road-side station on the I. M. Ry., about 6 miles from Karwi (q. v). The former is a sacred bathing-place of the Hindus in honour of *Rama* and *Sita* (*Janki*) having been exiled from Ajodhya, near Fyzabad. Thousands from all parts congregate at the time of the new moon, especially during "*Dipdhan*" or the Dipavali festival. This railway station is distant about 4 miles. The village of Sitapur, about half a mile from Chitra-Kot, is named after the goddess *Sita*, Rama's spouse.			
Chitor—In Meywar Rajputana by Rajputana Ry. About the station is a magnificent fortress, the property of the Maharana of Odeypore. The station for Oodeypore mail tonga which runs daily. Apply agent or Station Master. Distance, 70 miles. Fares, single seat, Rs. 3 Special dâk, Rs. 15. Rs. 48-3 *via* Khandwa; *via* Ahmedabad.....		52-3	1 9½
Chittoor (Madras Presidency).—To Vellore by M. Ry. S. W. Branch (Rs. 82-9), thence by dak. The old Fort is worth a visit, and about three miles E. N. E. are a number of old tombs and rude stone monuments of great interest. Many being something similar to the cromlechs of Wales. The tombs consist of rude stone slabs forming a kind of box, around which stones are set up, similar to the Druid's circles at home.			
Dalhousie—A hill station and sanatarium for troops, grandly situated, 7,000 feet above sea level. Rail to Amritsar; thence by Amritsar Pathankote rail. Tonga from Pathankot to Doneira, 30 miles. Pony or dooly to Dalhousie, 22 miles; time occupied on journey, 12 hours. Dak bungalows at easy stages.			
Damergaon—(Nagpur branch) 441 miles from Bombay.. From Nagpur, 80 miles, the fares being Rs. 5 and Rs. 2-8. This is the nearest station to Yeotmahl. Dak bungalow near the station. Tonga dak plies daily between this station and Yeotmal (Berar), a distance of 29 miles. The tonga runs in six hours, fares from Rs. 1-8 to Rs. 2. Cotton Presses and Ginning Factories. This little station is fast rising into importance as a Cotton Mart. The best Cotton cultivated in Berars is offered for sale here.		27-9	...

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.

Deesa—Headquarters of the Northern Division of the Army. B B. and C. I. Ry. to Ahmedabad, 310 miles, thence by Rajputana State Ry. to Palanpore, 83 miles, Rs.6-8. Deesa is 18 miles from Palanpore, camels and bullock hackeries obtainable at Palanpur. Waiting and refreshment rooms. Unja—58 miles—is the headquarters of the Kadawa Kunbis, a pure Shudra caste that celebrate their marriages only once in twelve years. They have a fine temple at this village. Sidpoor—65½ miles—is an ancient place on the banks of the Saraswati River. It was the Windsor of the Chalukya Kings of Gujerat, from the 10th to the 13th century, and still contains some fragments of the splendid Rudra Mala. completed by Siddha Raja in A.D. 1145. A short stage to the west of Sidpoor is Pattan, the old capital of the Chalukyas, and still a large walled town ..... 19-6 ...

Delhi—Through train to Allahabad, thence change carriages, 1,235 miles 96-7 2 12¾

New route by B. B. & C. I. Ry. to Ahmedabad (310 miles); thence by Rajputana State to Delhi (580 miles) 55-10 1 16½

Another route from 1st January 1889 is *via* Itarsi, Jhansi, and Tundla, 981 miles from Bombay ..... 65-13 ...

Passengers by this route can avail themselves of the through carriages which run daily between Bombay and Lahore. The Delhi of to-day was built in the 17th century by Shah Jehan. There are eleven gates, the principal being the Calcutta, the Lahore, the Kashmir, the Moon, the Ajmere, and the Cabul. Delhi has occupied various sites before the present one was selected, and for miles around the city the remains of magnificent buildings are scattered. The visitor to Delhi cannot form a conception of the grandeur of the city before the Mutiny, as since then magnificent buildings have been pulled down within the palace enclosure, to make room for barracks, &c. The principal objects of interest are the Chundni Chouk (the chief street), Jumma Musjid, the Hall of Audience, the Dewan Khas, the Royal Baths, the Pearl Mosque, the Kala Musjid, the Cemetery, in which General Nicholson, the captor of Delhi, is interred; Ludlow Castle, the Flag-staff Tower, Hindu Rao's house (the main picquet), the staff of Peroze Shah, the Emperor Humayoon's tomb, the tomb of the Poet Khusro, the author of Bagh-o-Bahar, the Mutiny Memorial Column and Church, the Kutub Minar ,11 miles from Delhi, the celebrated Iron Pillar, the city of Toglakabad, about 4 miles from the Kootub, the tomb of Toglak Shah, &c. Guides can be obtained. Waiting and refreshment-rooms at the station. There are three hotels, the Northbrook, Kellner's, and the United Service. Travellers' bungalow situated near the Post Office. For the convenience of tourists, Messrs. Tellery and Co., have established a mart situated centrically as regards the hotels.

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Deoli—Cantonment of Deoli Irregular Force, Rail to Nusseerabad, thence 57 miles by camel, shigram, &c. Dak bungalows at 19th mile, at 36th mile, and at Deoli. Cross river Banas by a ford seven miles from Deoli.		
Deolali—Military depôt, G. I. P. Ry., 113 miles, and is used as a sanitarium for troops. Accommodation for more than 3,000 men. Waiting-room	7	0 6
Dharwar—To Marmagoa by Shepherd & Co.'s steamer, thence by W. I. P. and S M. Rys. to Dharwar. By G. I. P. Ry. to Poona, thence by S. M. Ry to Dharwar.....	27-9	1 4½
Dhond—167th mileage. Junction of the G. I. P. Ry. with the Dhond and Manmad State Ry. Waiting and refreshment-rooms. Dak bungalow and serai. The sacred Bhima river is about a mile from the station. Annual fair in April in honour of Bhyroonath. Dhond to Ahmednagar, 3 hours, and from thence to Manmad about 6 hours; total 11 hours by train to Manmad. Change carriages for the State line. Small game at short distance.....	10-7	0 7¾
Dhulia—G. I. P. Ry. to Chalisgaum, Rs. 12-12. Travellers' bungalow. Provisions, wines, and stores can be obtained. Dhulia is 34 miles from here on a good road, well bridged and drained throughout, except where it crosses the Girna at Mehunbara. By cart to Dhulia or by mail tonga. Carts can be had on application to the Mamlatdar. The rates ruling are 3 annas per koss (2 miles) during the fair season, and 4 annas during the wet. The mail tonga usually has seats for two passengers, and the charge is from Rs. 3 to Rs. 4 per seat for the whole journey. As there is no fixed rate, they sometimes charge Rs. 5 and Rs. 6. At the town of Chalisgaon only the usual provisions to be had at native villages can be obtained. Eight miles from here, on the Dhulia side of the Girna, is the village of Mayhoonbara, where the traveller can break his journey. It is a small native village. There is an Engineer's Inspection Bungalow here, which can be used by travellers. No fees levied. No furniture. The bungalow is built on the high bank overhanging the river, a very desirable halting place. The river Girna is fordable except for a few days during the monsoon, when the Government ferry plies. When the ferry does not ply, passengers are conveyed across on the "tafa" (a charpoy or country bedstead floated on calabashes), a perfectly safe mode of crossing. Four or six men usually swim alongside to steady and guide it. The		

From BOMBAY to –	Approx. Fares.	Approx. Time.
	Rs.	d. h.
Dhulia—*contd.* "tafa" men are paid 4 annas per head per trip when the flood is very high, but when there is no danger 2 annas a head. From Mehunbara, the next stage is Vinchoor, 10 miles. Engineer's Inspection Bungalow furnished. No fees levied. Dhulia is 16 miles. It is the head-quarters of the Khandeish Collectorate; and has a Jail, Court-houses, Government Offices, Government Central Treasury, Bheel Corps, &c. The travellers' bungalow here is in good order, and is furnished. The Agra trunk road passes through the town	17-12	...
Dongarghar—(C.P.) Bengal-Nagpur Ry., 647 miles from Bombay. Distance from Nagpur 127 miles; fares, Rs. 11-15 and Rs. 5-5. Waiting and refreshment rooms. Residence of many railway officials. Before entering this station the scenery is picturesque with waterfalls during the rains. A tunnel and a viaduct are crossed. The line has many severe curves on account of the hilly tracts.....	44-7	0 21½
Dornakul—Junction for the Singarenni (q. v.) coal fields. And "Yellandu," the terminus, only 15 miles long. Dornakul (Nizam's) is 47 miles from the Hyderabad Capital; fares, Rs. 13-11 and Rs. 4-9. Refreshment and waiting rooms.....	48	1 15¾
Ellichpur—East Berar, G. I. P. Ry. to Badnera on Nagpur branch. Waiting room and refreshment-rooms; thence to Amraoti by the State Ry. Made road from Ellichpur to Amraoti, 30 miles. Dak bungalow at Assaigaon, 18 miles from Amraoti. The hill station of Chikalda, near Gawilgurh, celebrated in the history of the Duke of Wellington's battles, is north-west of Ellichpur. This is a station of the Hyderabad Contingent consisting of a regiment of Infantry, a battery of Artillery, and a squadron of Cavalry. The river Bichan runs through the Cantonment, and the river Sarpant outside. Both rivers take their rise from the Satpura mountains close by. This station is 1,260 feet above the sea, and is situated on the frontier of the Central Provinces. The range of hills to the north separates the Baitul District. Central Provinces, from East Berar. Ellichpur is a very healthy station, except in September, October, and November, when fevers are prevalent. A new road to Peeli, the great timber mart, is completed. Dak bungalow. On Mooktagheri Hills, six miles distant, there is a beautiful waterfall. Mail tonga to Amraoti, 30 miles. The Ellichpur District is 2,623 square miles in area, with a population of 3,13,805 persons. Large and small game abundant.		

From BOMBAY to—		Approx. Fares.	Approx. Time.
		Rs.	d. h.

Ellora—To Nandgaon, G. I. P. Ry. (178th mileage). Thence to Deogaum bungalow, 36 miles, from which visit Ellora and Roza, 8 miles distant. Carts lightly laden can go up the ghat from Ellora to Roza, and down from there to Doulatabad. A fair road has been made from Roza to Aurungabad *via* Doulatabad, 14 miles, and lightly laden carts can go either up or down the ghaut. It is regularly used by tongas from Aurungabad. The best time to make a trip is just after the rains, when the hills are beautifully green and waterfalls are seen to advantage. The Caves of Ellora or Verul are about a mile from the village, and another mile up the ghat brings the traveller to Roza. At Roza are the tombs of Aurungzeb or Alamgir, and several Mahomedan saints, which His Highness the Nizam visited in January 1883. The officers of the Aurungabad H. C. Mess have had a tomb at Roza converted into a bungalow, and furnished, and when it is not engaged permission is obtainable from the Mess Secretary at Aurungabad to occupy it. Application should be sent at least one week before. Telegraph office at Aurungabad. From Nandgaon G. I. P. R. Aurungabad, Roza, and Ellora are places worthy of a visit by all antiquarians and travellers. From Roza a steep ghat descends to Doulatabad. The Cave Temples are situated on a crescent shaped hill, with the concavity towards the west, and the horns towering above the ridge. There are nearly 40 large caves, Buddhist, Brahminical, and Jaina, including examples of almost every kind, except the most ancient. A Brahmin guide shows the caves; and a fee of one anna per head is paid to the Nizam's peon. They are cut in an amygdaloidal trap rock, and extend about one mile and a half along the scarp of the hill. It is usual to visit them going from north to south, but the true way is to begin at the south end ("Dherwara" the oldest) where the Buddhist or earliest examples are found, and among the later of which is the Viswakarma or Carpenter's Cave —a Chaitya with a ribbed roof; followed by the Brahminical, embracing the Kailas or Rang Mahal, a great monolithic temple, and the magnificent Dumar Lena; then pass on to the Jaina group of the Jagannath and Indra Sabhas at the north end. There are two musical (stone) pillars in the "Court of Indra," which are not generally known by sight-seers, and which escape notice. The Buddhists were the first to cut temples out of solid rock. (See Fergusson and Burgess' Cave Temples.) Another route is by train to Dhond and Ahmednagar.

Erinpura—Cantonment of Erinpura Irregular Force, 7 miles from Erinpura Road station, R. M. Ry. A pony cart to be had by writing beforehand to the station master. Bullock carts generally available. Dak bungalow in the station..... .....32-6 O 21½

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Ferozepore—1,608 miles. Train to Allahabad and Delhi, thence by B. B. and C. I. Ry. to Ferozepore.....	169	4 13
Or new route by B. B. and C. I. Ry. to Ahmedabad, 310 miles; thence by Rajputana State Ry. to Ferozepore	67-7	...
Futtehpur, N. W. P.—E. I. R., 73 miles from Allahabad. Fares, Rs. 6-13-0 and Rs. 3-6-0. Head quarters of the Collectorate with all the district offices. Dak bungalow	66-11	...
Fyzabad—(Oudh and Rohilkund Ry). Refreshment-room. The nearest, cheapest and quickest route is *via* Itarsi, Cawnpore and Lucknow, over the I. M. Ry.	74	...
Gadarwara—G. I. P. Ry., mileage 536 from Bombay. From Jabalpur, 80 miles; fares, Rs. 5 and Rs. 2-8. Junction of the Mohpani coal fields, which are worked by a company	33-8	...

Gairsoppa Falls—The easiest way of reaching the Falls from Bombay is as follows:—Bombay to Carwar by B. I. S. N. Co.'s steamers or other coasting boats, Rs. 70. Carwar to Kumpta by "munchul," 40 miles, cost Rs. 12 and ferry fees. Kumpta to Honanwur, 12 miles, by munchul, Rs. 3; Honanwur to Gairsoppa, 18 miles, by boat. Gairsoppa to the Falls, 18 miles, by munchul, Rs. 4-8. Travellers' bungalows at Carwar, Kumpta, Honanwur, and at the Falls. At Gairsoppa there is a dhurumsalla, but the tourist need not stop at this town unless to see the ruins of old Gairsoppa; worth a visit. "Munchulls" can be procured at Carwar by application to the Deputy Collector or Mamlutdar, to take the traveller to Kumpta, 40 miles; give these officers two days' notice to enable them to lay the "dak." At Kumpta the Mamlutdar can provide munchuls. Before starting from Carwar the traveller should write to the Mamlutdar at Honanwur to arrange for a boat to go up the very beautiful "Gairsoppa" river; also for munchul bearers to proceed with him direct to the Falls, and for supplies at the Falls, for there is no village near the bungalow. Visit the Falls late in Ocotober or in November, as the districts of Canara are feverish immediately after the rains. The smaller coasting steamers often touch at Kumpta, and the B. I. S. N. Co.'s occasionally. If the traveller availed himself of one of these opportunities, he would save himself the cost and trouble of the long journey between Carwar and Kumpta, seldom done under ten hours. There are four distinct Falls, but can be seen together. "The Rajah," "The Roarer," "The Rocket," and "Dame Blanche." The first-named falls direct down a depth of 830 feet, while the remaining three glide down the steep rocks.

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.
Ghanapur—(Nizam's State Ry.), 85 miles from Hyderabad; fares Rs. 7 and Rs. 2-15-0. Good shooting obtainable in the adjacent hills and tanks. Country wild, but rather picturesque. The railway runs through fairly wooded hills.	41-5	1 6½
Ghaziabad (E. I. R.)—Junction for the N. W. Ry., 903 miles, *via* Ahmedabad and Delhi by the B. B. & C. I. Ry., 969 miles from Bombay	56-7	1 17¾
Also *via* Jhansi, Gwalior, Tundla, and Aligarh. Refreshment and waiting rooms.....	64-11	...
Passengers by this route can avail themselves of the through carriages which run daily between Bombay and Lahore.		
Goa—The capital of Portuguese India on an island. It can be reached direct from Bombay by Shepherd's steamers, leaving Mody wharf daily. First-class passengers taking their own provisions. Or by the Southern Mahratta Ry. leaving Poona, arriving at Marmagoa the next day and at Goa an hour afterwards by Shepherd's steamer, which waits for each train. Old Goa, with the Picture Gallery of Governors from the sixteenth century and the tomb of Francis Xavier and the Jesuit Cathedral, is a drive of 4 miles	10-0	1 2½
Golconda—Hyderabad, Deccan (q.v.), thence by dak 6¼ miles. The tombs of the Kings of Golconda near the fort, which is built on the top of a conical hill, should be visited. "Their vastness and solidity strike at once upon the eye, and produce a greater effect than the most elaborate sculpture."		
Goona—Cantonments of Central India Horse and a Political Agency. On Indore-Agra road. Rail to Jhansi; thence by road in camel shigram (*via* Sipri) to Goona, 120 miles. Rest-houses and dak bungalows on the road.		
Gooty—(Madras), 93 miles from Raichore, fares Rs. 9 and Rs. 3; and 257 miles from Madras, fares Rs. 24 and Rs. 9. Dak bungalow; a place of some renown; Sir Thomas Munro's cenotaph is erected here. Anantapur (q. v.) is 34 miles distant.....	36-11	0 22½
Guntakul Junction—Madras, 273 miles, from which the fares are Rs. 26 and Rs. 10. Change carriages for Bellary branch, 32 miles. The fares are Rs. 3, Re. 1, and Rs. 34-11. There are now two other routes from Bombay to Guntakal *via* Poona and Hotgi, and thence by S. M. Ry. Guntakal is the junction for the extension of the Southern Mahratta Ry. to Nandyal. Cumbum, Guntur and Kistna Canal Terminus. The shortest and cheapest route to Mysore is *via* the S. M. Ry. from Poona. The Southern Mahratta Ry. route from Bombay to Neilgherries has been open for some time. There is a fast through train service from Poona to Bangalore, and passengers are		

From BOMBAY to—	Approx. Fares.	Approx. Time.
Guntakul Junction- *contd.*	Rs.	d. h.
not required to change carriages between these places. As the S. M. Ry. is on a high level all the way from Poona to Bangalore, the heat is not great, even during the hot weather. There is also a route on the Southern Mahratta Ry. to Mettapollium and Seringapatam.....	32-7	O 21¾
Gulbarga—Nizam's dominions, is in the 353rd mileage. Dak bungalow, headquarters of the Taluqdar and Executive Engineer, Nizam's P.W.D. The Central Jail, the Post Office (British and Nizam), the old ruined fort, and the tombs are perhaps worth seeing. An *oorus* is held here annually in honour of a Mahomedan saint Bundai Navaz. Three of the Bhymoni kings are interred on the eastern side of the seven *gumadjes* (domes). On the summit of a small hill, two miles from the station, is a large dome with intricate passage, which was once the famous retreat of robbers	22-1	...
Gwalior—By G. I. P. Railway to Itarsi and Jhansi, and thence by the Indian Midland Ry. direct to Gwalior, the new through route. Distance from Bombay, 762 miles. A furnished rest-house is provided by the Railway Company, close to the station, with a messman, and the Maharaja has also built a palatial dak bungalow, with an upper storey, a few yards from the station. This is furnished throughout in excellent style. Travellers can also put up here by permission of the Political Resident; the charges are Rs. 5 per day, wines extra, which can be supplied on the premises. Gwalior was handed over to Scindia, March 1885. It is divided into three sections, viz, Morar, Laskar, and the Fortress. The Political Resident resides in Morar, while Scindia's Palace is in Laskar, and a small detachment of Scindia's troops occupy the Fortress, which is 3 miles in circumference, and has an interesting Jain Temple	47-10	...
Hanamkonda—The headquarters of all Nizam's district officers, is 4 miles to the N. E. of Kazipett. The town is about 1,050 feet above sea level. Population, 10,000. The "Jail birds" manufacture coarse cloth, towels, carpets, &c. The surrounding country is undulating with granite hills. This is a great commercial city—the exports being carpets, grain, hemp, hides, timber, oilseeds, &c. The whole town will repay a visit. Iron are obtainable at *Mupavaram*, about 7 koss distant. Tradition says the "famous Damascus steel" was manufactured here by a "Persian Mahomedan."		
Hinganghat (C. P.)—Train direct from either Bombay or Nagpur *via* Wurda, and thence by State Railway, 21 miles; fares, Rs. 2, Re. 1, and 15 annas. Cotton country	31-8	..

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d.	h.
Hingoli—A station of the Hyderabad Contingent, on the Berar Frontier, 80 miles from Akola, and 28 miles from Bassim, garrisoned by one Cavalry Regiment, one Artillery, and one Infantry H. C. proceed to Bassim, 50 miles, by tonga mail, whence there is a made-road, 28 miles, to Hingoli. Seat in the mail cart to Akola, Rs. 11, and a "Special" Rs. 35, in about twelve hours during the fair weather. Rest-house at Kinnarigaon on the Paingunga river, 18 miles from Bassim, and one at Malhurr, 8 miles from Hingoli. Travellers' bungalow at Hingoli; also a Church, Hospital, Post, and Telegraph Offices, and Victoria Gardens. Hingoli to Jaulna, 80 miles. Coin, Halli Sicca and dubs. Tonga mail runs direct to Akola. Khanapoor Bungalow, 10 miles distant, on the bank of a river, is the summer retreat. Good shooting, large game, the other side of Kullumnoorie (Nizam's Treasury Town). Purbani and Nandair (Post Offices) are about 45 miles from hence by a fair weather road. To Khangaom. Proceed as far as Pathoor, B. and P. O., on the Bassim road, then to Warrigaom, 11 miles; Ballapore, 9 miles; and Khangaom, 14 miles.			
Hongkong—By P. & O. Co.'s steamer once a fortnight...	420	20	0
By A. H. Lloyd's steamer on the 8th of each month..	350	21	0
Hooshungabad—By train to Itarsi, G.I.P.R. junction; thence Indian Midland Ry., 12 miles. The Nerbudda, spanned by an iron girder bridge, separates the Central Provinces from the Bhopal State. Rest camp (tents only). Head-quarters of the Commissioner, Deputy Commissioner, and District Superintendent Central Provinces. The right wing of a Madras Infantry garrison this place. District Offices, a Post Office, Church, Dak Bungalow, and Government Garden. The *ghat* scenery begins in the 14th mileage or 3 miles from this station, and ends in the 22nd mileage. The train travels at a slow speed, sufficient to permit the grand sight to be seen. Baitool, C. P., is 36 miles hence; and Ellichpoor, Berar, about 45 miles from Baitool.			
Hudgi—G. I. P. Ry., 292 miles from Bombay, and is the junction of the Southern Mahratta Ry.	18-4	0	12½
Hurda—G. I. P. Ry., 417 miles from Bombay. A small civil station, but an important commercial town. A taxidermist resides here. Game of all kinds is obtainable within a short distance. An *oorus* is held at Hurda annually in January. Has a dak bungalow, Post Offices, &c., headquarters of an Assistant Commissioner	26-1	0	15
Hurpalpur (J. M. Section)—From Jhansi, 53 miles. The nearest railway station to (16 miles) the Military Cantonment at Nowgong (q. v.). This is a Tahsil in the Native State of Alipura. Fair weather road to Nowgong. The railway runs through 5 miles of fertile country through the Alipura native State. Good shooting to be had. The river Dhassan, 13 spans of 100 feet, is in the 48th mileage. Mail tonga is available.			

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Hyderabad (Deccan)—Four miles south of Secunderabad by rail. Residency at Chudderghaut (Hyderabad): It is a lofty mansion situated on the banks of the river Moosi, surrounded by a high castlelated wall. The Nizam's Regular Troops are located outside the Residency walls; within are the Resident's Offices, Printing Press; and Telegraph Office, and the Military Secretary's Office and Treasury. Hyderabad (*i. e.*, the city of Hyder) is the capital of the Nizam's territory. The places worthy of notice are the public and Nawab's Gardens; and the magnificent Race-stand (Mulkapet): The meet is held annually in November. The fort of Golconda is 5 miles from the city, where are deposited the treasures of the State. Meer Alim Tank (with two steamers), about 4 miles from the city. The Charminar, 250 feet high, is at the junction of four roads in the city. The two Palaces of the Prime Minister; Baradari; Mecca Mosque; Janooma and Seroonuggur. The Nizam's preserves of antelopes are at Champapet and Seroonuggur. There are two clubs, Civil and Military, Chadarghat and a couple of small hotels. Good shikar can be had near Daroor, Nizam's State Ry. station, about 65 miles hence. The area of H. H. the Nizam's Dominions is 97,837 miles and the population 9,84[illegible],9 9; revenue, 7 crores of Halli Sicca rupees. On the 5th February, 1887, His Highness Asaf Jah Muzaffur-ul-Mumulik Nizam-ul-Mulk Nizam-ud-Dowlah Nawab Mir Mahbub Ali Khan Bahadur Fateh Jung (born 12th January 1865) was installed on the "Masnad" by H. E. Lord Ripon.....	34-5	1 1¾
Igutpuri—By the G. I. P. Ry., 85th mileage. Sanitarium at the top of the Thull Ghaut, 1,992 feet above sea level, frequented by Europeans in the hot season. Refreshment and waiting rooms. 85 miles from Bombay. It provides well-wooded camping-grounds on elevated sites, and the Locomotive Works of the G. I. P. Ry. employ a large number of European and native hands. Large game is obtainable in the neighbourhood. Waiting and refreshment rooms. Dak bungalow half a mile from the station	5-5	0 3½
Indore—G. I. P. Ry. to Khundwa, 353rd mileage. Change carriages and proceed by the Holkar State Ry., 86 miles; fares, Rs. 8-2 and Rs. 4. Dak bungalow a mile from the station	28-14	0 23
Itarsi—G. I P. Ry., 464th mileage. Junction of the Bhopal State Ry. and I. M. Ry. By railway to Hooshungabad and Bhopal 57 miles. Waiting, Refreshment rooms and Dak bungalow. Tongas available. Baitul (C. P.) is about 38 miles hence.....	29-0	0 19¾
Trains from Bombay to Jhansi (q. v.) I. M. Ry. Change carriages for Saugor (q. v.) at "Bina" station, 143 miles from Itarsi and 94½ miles to Jhansi. Change carriages from the latter station. Jubbulpore is 153 miles distant; fares, Rs. 9-9 and Rs. 4-13.		

From BOMBAY to—	Approx. Fares.	Approx. Time.
Jacobabad—Waiting and refreshment rooms. The chief military frontier station before Quetta was occupied is 26 miles from Shikarpur, and on the same trade route to Beluchistan and beyond. It has a population of 11,000. The "Residency" has a Library and Workshops attached, and is an immense pile. The Military Lines for Native Cavalry and Infantry extend for two miles, with a number of bungalows for the Officers, and an English School which they support.	Rs. 111-5	d. h. 5 3
Jaitpur (N. W. P)—I M. Ry. In the Kulpahar Tahsil and 67 miles on the Jhansi-Manickpur line. The station is about 1½ mile from the town and is on the main road from Nowgong to Rath. The latter is a large grain district. A large lake with fish and wild fowl in season.		
Jalgaon—(Khandesh). By the G. I. P. Ry., 261st mileage... A travellers' bungalow and dhurmsalla. Town one mile from the station. The Girna flows to the west of the town, where a market holds weekly for the sale of produce from all parts of Khandesh. In a lake, two miles distant, duck and teal may be had in the cold season. This is an important trade centre in Khandesh; and contains two cotton presses (Gaddum and Mofussil Company) and a spinning and weaving factory; also a ginning factory. Cloth is sold by weight in the factory.	16-5	0 10½
Jalna—39 miles from Aurungabad (by mail tonga), once a large Military station garrisoned by the Madras troops; now garrisoned by an Infantry Regiment, H. C. Dak bungalow at Shaikta, half way, and at Jalna. Also inspection bungalow P. W. D. The coin used is British and Halli Sicca currency. The Thuggee jail is under a native police officer and contains about 40 prisoners. A Post and Telegraph Offices retained here. Khyderabad is adjoining Jalna and is a headquarter station of the Nizam's. Jalna is about 15 miles from Davilgaon Rajah; the Berar frontier is Wagrool (Booldana District). Old Jalna city is in ruins. A *jathra* is held annually at Davilgaon Rajah in honor of Balajee, at the Dasserah. Bethel, a recently founded Christian village, 3 miles from Jalna. New Church at Bethel opened in 1879. Jalna to Khangaon (q. v.), *via* Davilgaon and Chikli, is 86 miles. Ajanta is 50 miles distant, Jafferabad 24 miles, and Ambad is 17 miles. The oldest tomb in the Protestant Cemetery at Jalna is dated 22nd December 1810 of the late Lieut.-Colonel McDonnell, H. M.'s 34th Foot. Another tomb is near the Hospital of Capt. Montague H. West, 8th Madras Cavalry, died 26th October 1808, aged 26 years. The Protestant Church (St. George) was consecrated by the Right Revd. George Trevor, Bishop of Madras, on the 28th February 1844. The Chaplain from Aurungabad makes a visit periodically. Jalna is 1,948 feet above sea level. A new bridged road has just been completed to Rajah Dewalgaum. 15 miles.		
Japan—By P. & O Co.'s steamer, fortnightly, to Yokohama	540	27 0

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.

Jeypore—B. B. and C. I. Ry. to Ahmedabad (310 miles); thence by Rajputana State Ry. to Jeypore (398 miles)... 49-12 ...

Jeypore, the chief city of the State of the same name, is said to be the most beautiful city in India. The main street, two miles in length and forty yards wide extends from east to west in a direct line. This is intersected at right angles by several other streets, forty yards wide, and these are again intersected by narrower streets, the whole city being portioned out in rectangular blocks. The palace, garden, and royal premises occupy the centre block. The garden is extremely beautiful and of great extent. The palace contains the beautiful Dewani Khas, or hall of audience, entirely built of white marble. The fine observatory, built by Jai Singh, is in good preservation. The late Maharajah, laid out the Ram Newas Gardens. They are over 70 acres in extent, and were constructed from designs by Dr. DeFabeck at a cost of nearly four lakhs of rupees. About four miles north-east of Jeypore is the old capital of the State, the decayed city of Amber. It is uninhabited except by Hindoo fakirs. On the margin of the lake rises the vast palace of Amber. Bishop Heber says that he never viewed a scene so striking, picturesque, and beautiful as that which is presented from the palace. On the hill side above the palace is the Zenana, and higher again the huge gloomy castle with its lofty towers. Part of the journey to Amber is accomplished with the aid of elephants. Application for permission to visit Amber is to be made to the Resident, or in his absence to the Secretary to the Durbar. There is a very good dak bungalow at Jeypore; also a hotel, and conveyances are to be had at reasonable rates.

Jhansi—By G. I. P. Ry. to Itarsi (q.v.), and from thence by the direct route to Jhansi on the Indian Midland Ry. Refreshment and waiting rooms. Through carriages from Bombay to this Central Station of the I. M. R. Co., 702 miles from Bombay. This is the junction station for Cawnpore, Gwalior, Agra and Manikpur, E. I. R. The latter was opened on 1st August 1889. The civil station has a commodious dak bungalow, 2 miles from the railway station, under the management of the Deputy Commissioner, and is provided with a *khansama*. The large building in the city, known as the Ranee of Jhansi's Palace, is let at Rs. 17 per mensem per room, owing to the house accommodation being so very limited on account of the demand for houses by railway officials. The British flag may now be seen floating on the ramparts of the Fort, to which elevated spot a beautiful winding drive has been constructed by the civil authorities. At the summit of this Port, a picturesque view of the whole of Jhansi and its environs can be obtained. There is a good metal road to the civil station of Lalitpur (q.v.).; distance, 64 miles. Half way to Lalitpur is a dak bungalow (Thalbet) railway station provided with a *khansama*, but provisions are scarce. Large and small game procurable in the adjoining hills and jungles. The Central Ry. Station, with its many subsidiary buildings, is now known as "New Jhansi." 43-14 0 4

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.
Jodhpur—B. B. and C. I. Ry. to Ahmedabad (310 miles); thence by Rajputana State Ry. to Marwar Ry. Junction (218 miles); thence by branch line (64 miles) to Jodhpur. Dak bungalow well stocked with every requisite. Jodhpur is the capital of Marwar	42-7	1 14
Jollarpett—Madras, 132 miles. Change trains for Bangalore branch, 84 miles long.....	64-11	...
Joonaghur—By B. B. and C. I. to Wadhwan *via* Ahmedabad, thence by Bhavnagar-Gondal Ry. to Joonaghur. This is the chief city in Kattyawar. The Jain temples in the Girnar hill are the most ancient in India. On application to the Prime Minister conveyance and accommodation are available for tourists. This is the only native State in India, the forests of which contain a large number of lions. There are no tigers.		
Jubalpur—Through train by G. I. P. Ry., 616 miles. Kellner's refreshment rooms. A large semi-military station; a divisional command. Terminus of the G. I. P. Ry. and junction of the E. I. Ry.	38-8	0 16

A charming station, well-wooded bamboo clumps setting off the place to advantage. The new Palatial District Offices opened in July 1890. Christ Church, Boys and Girls' School opened in 1875. Healthy, and is the favorite station of the Central Provinces. The river Nerbudda can be reached by a good road, four miles; and the Muddun Mahal, a house built on a boulder by a Gond king, in memory of a fakir, nearly four hundred years ago, is worth a visit, and is half an hour's drive from the station. From its terraces, a fine view of the city and station is obtained. Around the base of these rugged ridges are numerous tanks and mango groves, contrasting strangely with the granitic masses scattered about for miles. About eleven miles from Jubalpur are the far-famed "Marble Rocks," to visit which conveyances at Rs. 5 and Rs. 2 (coach and tongas) per day can be obtained, or if preferred the journey can be undertaken by train to Meergunge, to which station conveyances should be sent the night previous. The railway fare from Jubalpur to Meergunge is eleven annas. The rocks are distant about five miles from Meergunge Station. The School of Art, established by General Sleeman in 1835, is worth a visit. Also the water works, about 7 miles distant, which supply the city. Carpets, tents, &c., are manufactured here by the thugs and their descendants, who were at one time such a terror to India. It is the headquarters of the Commissioner. Jackson's Family Hotel. There are two picturesquely situated travellers' bungalows with messmen at the "Marble Rocks."

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.
Jummu.—The Indian capital of H. H. the Maharaja of Jummu and Ca hmere. By rail to Tawi. Through fares *via* the B. B. & C. I. Ry. route *via* Ferozepore Cantonment	78-3	...

Kabrai (N. W. P.)—I. M. Ry., 100 miles from Jhansi. This station is the centre of the rich grain districts of Makurbai and Pahra. Good sport to be had in the vicinity.

Kaira—By B. B. and C. I. Ry. to Memoodabad, Rs. 18-4, from which Kaira is distant 7 miles.

Kalka—Terminus of the Delhi-Umballa-Kalka Ry., 162 miles from Delhi. Fares Rs. 19-0 and Rs. 9-8. Passengers can travel to Simla either by "Express" or by "Ordinary Conveyance." Persons engaging an Express must pay the charge for the entire conveyance, even though all the seats be not occupied. A passenger by Ordinary Conveyance pays only for the seat occupied by him. Tongas, Phætons, and Carriages can be engaged as Expresses; but a passenger by Ordinary Conveyance is only entitled to a seat in a Tonga or Van: seats in Ordinary Conveyances are only granted when the weight of mails admits of passengers being conveyed. Expresses start, as far as practicable, at the hour desired by the hirers. The Booking Agent will, at the time of booking, inform the traveller at what hours an Express can be supplied, and the traveller should decide then at what hour he will start. The hour so fixed must be strictly adhered to, otherwise the traveller will be liable to forfeit his fare. In order that the journey on the Hill road may be accomplished by day-light, no Express is allowed to leave Simla for Kalka, or *vice versâ* earlier than 3 a.m., or later than 1 p.m. Night travelling on the line is strictly prohibited.

Kalpahar (J. M. R.)—73 miles from Jhansi in the Hamirpur district (N. W. P). An important town. It is proposed to make this large town the head-quarters of the district, as Hamirpur lies to the north of the river *Betwa*, and which is cut off during the floods from the greater portion of the district.

Kalyan—34th mileage. Local trains run every hour daily to and from Bombay. Refreshment and waiting-rooms; *serai* close by. Bullock carts wait at the station for hire. Subordinate Judge's Court, Hospital, and Salt Custom Office here. A small seaport. Bombay papers always obtainable. A Municipal Hall and a public garden, the latter named after Mr. Mulock, Collector, were opened on the 19th October 1884 ..... 2-2 0 1¾

Kamptee—Military station. Proceed to Nagpur by G. I. P. Ry. and from thence by the Bengal Nagpur Ry., 9 miles..... 33-6 0 22

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.

Kanheri Caves—By G. I. P. Ry. to Tanna (Re. 1-5, miles 21). Travellers' bungalow and messman. From here the caves are about six miles distant—the first three miles in a bullock gharry; the remainder must be done on foot. Or by B. B. and C. I. Ry. to Borwali (Dysur) Re. 1-8, miles 23. The caves are between three and four miles from the station; and the journey must be performed either on horseback or on foot.

The caves are about one hundred in number, hollowed out of a large hill in a tract of thick forest. The first one reached is an unfinished cave of the ninth or tenth century; then come a group, which includes the Great Cave of the second century. Next to this is a Vihara, with a long verandah (reaching to the Great Cave), and cells at the back, containing two sanctuaries and Dagobas. In a recess near the Southern Dagoba are sitting figures of Buddha and Bodhisattwas; and behind the Northern one is a figure of Buddha seated on a lion-throne and lotus. The Great Temple is 88½ feet long by 38½ broad, hewn out of the solid rock, and it has a vaulted nave 40 feet high, resting on 34 pillars, and flanked by aisles of a lower elevation. The pillars—octagonal—are higher than those at Elephanta, and cut in a bold style, with no sculptures on them except in the capitals, where you see a small dagoba between elephants, horses, lions, &c. At the upper end is a domed dagoba of solid rock, 19 feet high and 49 feet round. The many inscriptions seen are in Pali. There is no light except from the entrance, in front of which a portico or court has been made as broad and lofty as the temple, with a colossal figure of Buddha on each side, besides smaller figures and groups on the screen. Total length of the temple, portico, and area approaching it, 142 feet. Further up the hill are flights of steps leading to the summit and to smaller caves, or Viharas, consisting of two rooms, each 12 to 15 feet square, with an entrance portico, and stone cisterns supplied by the water which trickles through the porous rock. A little northward, proceeding down a glen, is another group of caves, near which is the Durbar Cave, 96½ feet by 42¼ feet with a broad stone bench, and columns round the three sides but only 9 feet high. Its verandah rests on eight plain pillars. Opposite this is a large natural cave, and further on are twenty or thirty more caves, formerly the abode of monks or hermits. Traces of plaster and painting are still observable in nearly all the caves. On different parts of the hill are remains of masonry terraces. The summit of an adjoining mountain commands an extensive view of the island of Salsette, with Bombay harbour and town to the south, and Bassein to the north.

From BOMBAY to—	Approx. Fares.	Approx. Time.
Kareli—G. I. P. Ry., 554 miles from Bombay, and 62 miles from Jubalpur. Between this station and Saugor, now the I. M. Ry. terminus, a distance of 75 miles by road. Shumsnumlall Dass and Son, the Forwarding Agents at Kareli, undertake the conveyance of all goods to Saugor at moderate charges. The Grain Mills of Messrs. Ralli Brothers in close proximity to the station, as also a dâk bungalow in charge of a khitmidgar, and is well furnished. The camel wagon daily leaves Kareli for Saugor, carrying as many as 20 passengers at one time, together with heavy baggages. Charges Rs. 2 per head.....	Rs. 34-10	d. h. 0 23½
Karwi—(N. W. P.)—I. M. Ry. station to Manickpur, E. I. Ry., 20 miles; fares Re. 1-4 and Rs. 0-10—by road 18 miles. Head quarters and Court of the Joint Magistrate and Assistant Collector in charge of the Subdivision. Post Office. Chitrakot and Sitapur (q. v.) are on the left bank of the river Paisuni, about six miles distant, and contains celebrated Hindu shrines and places of pilgrimage. The Hindu temple in Ganesh Bagh, about 1½ mile distant, is worth seeing for its carvings. The mutiny of 1857 and the booty obtained here at that period are well known. Karwi is a very wooded country, interspersed with low hills, which give to the place an unusually picturesque appearance. The town of Karwi has a population of 4,167 souls, and contains the cluster of buildings called the Bara, formerly the fort and residence of the Roas of Karwi, but now confiscated to Government and utilized as Tahsili and a Sub-Treasury, Police-Station, &c. Good fishing to be had in the Pysani; also large game close by.		
Kasara—75th mileage (Thull Ghat), 940 feet above sea level, while Wassind (q. v.) 50th mileage, is 177 feet above sea level, from which place the ascent begins. The "Reversing Station" is about 5 miles from Igatpuri. The greatest gradient is 1 foot in 37 feet. The Thull Ghat took six years (1859-65) to complete; it has 13 tunnels and the Eagaon aqueduct is supposed to be the largest in India, having a height of about 63½ yards from bottom of the valley. Waiting and refreshment rooms.	4-11	0 2½
Kashmir—By G. I. P. and E. I. Rys., &c., to Lahore, 1,558 miles. Or by B. B. and C. I. Ry. to Ahmedabad; thence by Rajputana State Ry. to Ferozepore, thence by N. W. Ry. to Lahore, 1,238 miles. Thence to Tawi and from Rawalpindi to Murree. This route is preferred for ladies. There are several routes to Shrinugger, which are the following:—*Via* Jummoo, Bhimber, Changus Serai, and Pir Punial Pass at an elevation of 14,000 feet. Another *via* Jhelum, Seera, Poonch, and joining the route from		

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Kashmir—*contd.*		
Murree at Ooree. Another *via* Murree, Ooree, and Baramula. The most difficult route is that by Jhelum, Seera, and Poonch, but the angler is well rewarded for his trouble. Dak bungalows at all stages, and messmen are to be found on the Bhimber Pir Punjal route. Perwans (permits) have to be obtained from the Punjab Government at Lahore by Europeans who wish to visit Kashmir.		
Kathgodam—(N. W. P.)—Rohilkund and Kumaon Ry., 66 miles from Bareilly (q. v.), is the nearest railway station for Nynee Tal (q. v.); refreshment rooms.		
Kazipett—81 miles from Secunderabad; fares Rs. 7-9 and Rs. 2-8. This place takes its name from a large tomb close by, a picturesque place with immense rocks. On one rock "two horns" like boulders about 120 feet high are seen on approaching the station. Many tanks about the place. Water fowl are obtained. Warangal (q. v.) is 7 miles further.....	42-7	1 8½
Keamari (for Kurrachee Sind).—This is the landing-place for Kurrachee. Carriages can be had. Noronha's refreshment-room. McLeod railway station is nearest to this town.		
Khamgaon—(West Berar). To Jalamb, G. I. P. Ry. 333rd mileage; fares, Rs. 20-13 and Rs. 10-7. Thence State Ry. (opened in March 1879) to Khamgaon, 7½ miles long. Small town, situated in a hollow, but a very important cotton market. A beautiful tank and a pavilion finished in 1887. Travellers can stay at Neemgaum. Nandoora (serai) whence there is a made-road to Khamgaon, 12 miles, or better still go on to Shegaon, where there is a railway refreshment room and travellers' bungalow; stay there the day and go on to Khamgaon by the up-train in the evening or if preferable, engage a country cart and bullocks; the distance can be done easily in four hours. At Khamgaon there are four presses belonging to Messrs. Graham & Co., the Mofussil Company, Booth & Co., (French Press Co.), and Messrs. Gaddum & Co.; also a small ginning factory belonging to a native firm. Except over the river Pangunga, a bridged first-class road is made from Umrapur to Dewalgaon (Buldana District) and continues on to Jalna. Ballapur 14 miles distant; bridged metalled road. A large native town; Tehsilee, Hospital, Post Office, Police Station, and Dak Bungalow. The town has a well-built fort, situated between the rivers Mun and Mhyse. At Terroda, 10 miles hence on this route, is a P. W. D. Inspection bungalow. Nilghai, antelopes, partridges, hares, and other small game to be had. Parus, G. I. P. R. station, is 6 miles distant on a fair weather road (Akola District)	21-5	0 13½

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Khandalla—By G. I. P. Ry. direct 78 miles. Sanitarium is situated on the top of the Bhore Ghauts at an elevation of about 2,000 feet from the level of the sea, and is distant 42 miles from Poona. It is more easily accessible than either Mahableshwar or Matheran. The railway station is situated in the heart of the sanitarium and almost all the bungalows are within a convenient distance. Palkies, ponies, and bullock carts are easily procurable. The bazaar is generally well supplied. Unlike Matheran, there are carriage roads on this hill, which are kept in excellent repair. Furnished houses are generally procurable either for the season (April, May and June, or October, November and December) or for shorter periods. Application for the same should be made to Mr. Sorabjee Dadabhoy, the local House Agent, or to the owners direct, who are mostly Bombay people. There is a travellers' bungalow near the station, which is very well managed. A hotel has been also opened. The Carlee Caves are the chief attraction of Khandalla, and are the favourite resort of lovers of picnics. The drives to Lonauli are highly invigorating and delightful. Khandalla is generally at its best after the first few showers of rain..	4-14	0 3½
Khandwa—G. I. P. R. and junction of the Holkar and Neemuch State Rys. 353rd mileage *via* Bhosawul junction. Is a civil station and also a district headquarter of Nimar, with all the offices, including a Government Telegraph Office, Dak Bungalow, Post Office, Civil Hospital, and rest camp for troops. Waiting and refreshment rooms at the station. Conveyances procurable	2 2-1	0 13½
Kherwarra—Cantonment of Meywar Bheel Corps. The Bheels are a wild race of people, who opposed us with bows and arrows a few years back, but are being tamed. Kherwarra is 53 miles south of Oodeypore in a good country for sport. Camels and bullock carts obtainable.		
Kirkee—G. I. P. Ry., 116th mileage. A military station and 3 miles from Poona. Government House, and the "Gardens" are at Ganesh Khind, about 1½ miles from the station. The gunpowder and ammunition factories are over 1½ miles distant. Headquarters of the Royal Artillery	7-4	0 4½
Kohat.—An important military station opposite Kohat Pass and entrance to Kurrum Valley. Rail to Khushalgar on N. W. Ry.; thence 30 miles by mail tonga. Dak bungalow.		
Kondapilly—(Nizam's State Ry.), 10 miles from Bezwada. Famous for toys, table ornaments, and writing desks. The disused Protestant Cemetery, although much out of repair, is worth a visit. Good shooting to be had a few miles from the village...	54-4	1 19½

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.
Kunhur—By G. I. P. R. to Challisgaum, Rs. 12-12; then for 5 miles along a fair weather road over an easy ghaut up a rock range of hills, 5 miles long, then on a fair weather road to Kunnad or Kunhur, a total distance of 20 miles. Kunhur is situated on the right bank of the river Sinna. Village large, soil rich and fertile; cotton crops very good. This native town is on the confines of the Khandesh District. Extensive Nizam's forest not far distant.		
Kurjut—G. I. P. Ry., 62 miles from Bombay. Station situated at the foot of the Bhore Ghaut. Scenery sublime. There are 26 tunnels, 8 viaducts and other bridges. The greatest gradient is 1' in 37. A reversing station. This is the station to alight for Campolee; Lanowli (q. v.) 80th mileage is on top of the Bhore Ghat	3-14	0 2½
Kurrachee—By B. I. S. N. Co.'s steamer bi-weekly, Is 48·6 above sea level. It is the terminus of the North-Western Ry; waiting room. Sevaerl hotels and travellers' bungalow near the station. Conveyances always obtainable. There is a Library, a European and Eurasian School, a small Protestant Church, and a public garden with a fair collection of the fauna of India. The climate of Kurrachee is very salubrious, the townsand cantonments being well open to the sea-breeze	70	3 0
Passengers land at Keamari, about 5 miles from Kurrachee. A causeway, two miles long, connects the two places. Average rainfall for the year, 7 inches. The maximum temperature in April and May is 90°; and the minimum is 50° in December and January. Passengers by up mail train should book for Frere station. The military force comprises one British and one Native Infantry Regiment, one Field Battery and one Garrison Battery. At Clifton, on the sea coast near Kurrachee, there are some private bungalows; and at Ghizree, also near the sea, there is a military sanitarium. The principal buildings are Frere Hall with its Museum, Napier Barracks, Government Treasury, Indo-European and Indian Telegraph Departments, McLeod's Railway station, Trinity Church, Scotch Church, Sind Club, Freemason's Hall, St. Joseph's Convent, Grammar School, College of Art, the Empress Market (a no mean rival of the Crawford Market, Bombay,) Civil Hospital, Boulton Market, Max Denso Hall, the Merewether Clock Tower, Sadar Court Bank of Bombay, and a very large Roman Catholic Chapel. The water works, opened in 1882, 9 miles distant.		
Kutni—E. I. Ry., 57 miles from Jubbulpore; fares Rs. 5-5-6 and Rs. 2-10-9. This is the junction for the Bengal Nagpur Ry. with the Umaria coal fields, 673 miles from Bombay	43-14	2 3
Dak bungalow; extensive cement work. This will be the junction station for Raighar and Bilaspur (C. P.) on the Bengal Nagpur Ry. The *Pendra* ghat is passed *en route*, which will be a sanitarium eventually.		

From BOMBAY to—	Approx. Fares	Approx. Time.
	Rs.	d. h.
Lahore—Through train to Allahabad, then change for Lahore, 1,558 miles	116-1	...
Or new route by B. B. and C. I. Ry. to Ahmedabad (130 miles); thence by Rajputana State Ry. to Ferozepore (769 miles); thence by North-Western Ry. to Lahore (59 miles); in all 1,338 miles	71-2	3 6½
Or by the (I. M. R., Jhansi) E. I. R.; and N. W. R., 1 305 miles from Bombay	85-11	..

Passengers by this route can avail themselves of the through carriages which run daily between Bombay and Lahore. Amritsar (q. v.) is 32 miles from Lahore. Lahore is the chief city of the Punjab, situated about two miles east of the River Ravee. It is a walled city. Within the Fort is the Palace of Runjeet Singh, some parts of the ruin of which bear evidence of the great beauty that must have characterised the whole. There is also the Great Padshah Mosque, believed to have been built by Aurungzebe; Wuzeer Khan's Mosque; and the Sonora Mosque. Across the Ravee (by bridge of boats) is the Shah Dura or Mausoleum of the Emperor Jehangeer, still a monument of great beauty, notwithstanding the pains that appear to have been taken to destroy this truly magnificent work of art. The mausoleum is situated in the centre of a garden of noble dimensions, which is laid out in beautiful walks and planted with orange groves. There are a number of inscriptions on the building, in Mosaics of most elaborate workmanship, the sentence "Jehangeer, Conqueror of the World," being inlaid in white marble. The *Jawab* or answer to this tomb is situated but a short distance from it. Returning to Lahore there are the Shalimar Gardens, House of Joy of Shah Jehan, distant about three miles north-east. Three terraces rise one above the other, and numerous fountains. The Montgomery Hall and the Museum repays a visit. Several hotels. Mean Meer, some four miles, is the military station. Waiting and refreshment-rooms.

Lalitpur—Jhansi Bhopal Section (N. W. P.). A large Civil station, 56 miles from Jhansi; fares, Rs. 3-8 and Re. 1-12. From Itarsi junction, 182 miles, Rs. 11-6 and Rs. 5-11. A Deputy Commissioner's Kutchery, Jail, Hospital, Superintendent of Police's Office, Treasury and Garden. Has a dak bungalow in the heart of the station. This station is one of the principal on the Jhansi Bhopal Section of the Indian Midland Ry. Saugor, a distance of 54 miles, metalled and bridged roads. There are two dak bungalows at Bandari and Multhone, a distance of 14 and 38 miles respectively from Saugor. Large quantities of both small and big game are procurable in the hills and jungles so thickly surrounding the station. The climate of Lalitpur is English frost and ice during the cold weather months. For the journey to Jhansi *vide* Jhansi..... ..... 47-6 ...

From BOMBAY to—	Approx. Fares.	Approx. Time.
Lingsugur—Train to Raichur, 443 miles, G. I. P. Ry. station; fares Rs. 27-11 and Rs. 13-14; and thence, 56 miles, by stages. From January, 1883, this unhealthy place has been abandoned as a military station of the Hyderabad Contingent (Raichur q. v.).	Rs.	d. h.
Lonauli—(Bhore Ghat incline, G. I. P. R.) 80 miles from Bombay. Refreshment and waiting-rooms. The place is quite picturesque. There is a Gymkhana Hotel, where excursions to neighbouring places of interest, Carlee Caves, &c., can be arranged, and also a Fort worth seeing at Lovagha, about 7 miles away. The Indrani River takes its rise from Lonauli. Sakar Pathar, a beautiful plateau, 3,000 feet above sea level, is 4½ miles distant from this station, and is to become a Sanitarium. The ascent to the plateau is easy and can be reached by a tonga in less than an hour. Game from a tiger to a quail is obtainable. A lake (area 3 acres) exists, and the walks and drives are enjoyable. The plateau of Sakar Pathar can be utilised in constructing over two hundred bungalows, besides a race-course and other recreation grounds. In a few years hence it may eclipse Matheran and Mahableshwar; Khandala Sanitarium is 3 miles from Lonauli	5	0 3¾
Lucknow—By B. B. and C. I. Ry. to Ahmedabad, Agra, and Cawnpore	78-9	...
Or by the G. I. P. and E. I. Rys. to Cawnpore	69-8	..
Or by the I. M. Ry., 885 miles from Bombay	55-5	...

Passengers by the last route can avail themselves of the through carriages, which run daily between Bombay and Lucknow.

On the Goomtee, 1,010 miles from Bombay and 46 miles from Cawnpore. It is the principal city and seat of Government in Oudh and is the capital of the most fertile and populous province of the British Empire, and will always be a place of interest to tourists. In no other part of India can travellers obtain a clearer idea of the events of the mutiny. The principal places of interest are:—1. The Dilkoosha Palace, built by Nawab Vizier Sahodut Ally Khan in 1800. Sir Henry Havelock died here on the 24th November 1857. 2. La Martiniere College, built in 1793 by General Claude Martin, who came out to India as a private soldier, and was buried in a vault under the buildings. 3. The Wingfield Park, beautifully laid out and rich in its fernery, &c. 4. The Secundra Bagh, or the Government Horticultural Gardens, where during the mutiny 2,000 mutineers were killed within the space of a couple of hours by the 93rd Foot and the 4th Punjab Rifles under the command of Sir Colin Campbell. 5. The Residency (now in ruins) or Bailee Guard, named after Colonel Bailee, the first officer who commanded the residents in this place. The cemetery of the unfortunate slain is near the Residency. It was

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.

Lucknow—*contd.*

built by Soodut Ally Khan in 1800, and contained only 927 Europeans when besieged by the mutineers. The shot and shell marks can yet be seen on the walls of the houses which are intact. 6. The Fort has now been demolished. Muchi Bhawan, in which is also the great Imambarra, or place for caste meetings and feasts, built during the great famine as a relief work, and completed in 1784 at a cost of £10,000,000 is well worth a visit. No woodwork has been used in its construction, and it is said to contain the largest hall in the country, the walls of which are 16 feet in thickness. 7. Hooseinabad, or the Palace of Lights, built in 1840 by Mahomed Ali Sha, fourth King of Oudh. In this building are placed some very rare and costly chandeliers. The graves of Sir Henry Lawrence, General Neil, and Major Banks are in the churchyard adjoining the Residency. The "Lal" (red) Baradari has been set apart expressly for a museum, where all the fauna and flora of the N. W. P. are neatly arranged. There are several other places of interest, amongst which may be mentioned the Chutter Munzil, Sha Nazjeip, Motee Mahal, Khoorshid Munzil, Canning College, Kaiser Bagh, Iron Bridge, Hazrat Bagh, Cheeneebagh, the Observatory, the Memorial, &c. Hotels, European and native.

Ludhiana—Through train to Allahabad, then change for Ludhiana, 1,442 miles ..... 109-5 ...

Or by B. B. and C. I. Ry. to Ahmedabad (310 miles); thence by Rajputana State Ry. to Delhi (580 miles); thence by North-Western Ry. to Ludhiana (232 miles); in all 1,122 miles.. ..... 70-3 2 ½

Or by G. I. P Ry., I.M., E. I., and N. W. Rys; distance 1,189 miles..... ... . 78-7 ..

Passengers by the last route can avail themselves of the through carriages running between Bombay and Lahore.

Madras—Through rail, 794 miles..... 49-11 1 16

The Elphinstone Hotel is the best. The principal sights are Fort St. George (in which is the Arsenal, where a pair of guns taken from the famous Tippoo may be seen). The Palace of the Nawab of the Carnatic (a short drive from the Fort). From the steeple of the Cathedral a fine bird's eye view can be obtained. Bishop Heber's Monument should also be seen. There is a good collection of tigers, lions, &c., in the People's Park. Besides the above, the places worth seeing are :—The Museum, the Scotch Kirk; the Statues of Lords Munro and Cornwallis and General Neill; the Observatory, and Government House. St. Mary's Church in the Fort is the oldest in India, consecrated in A. D. 1680. The construction of Fort St. George was begun in A. D. 1639. St. Thomas's Mount and Palaveram are nine miles distant. Adyar, Nungambakam and Vepery are the principal places of abode.

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.

Madura—Trichinopoly, then S. I. Ry. Refreshment rooms. Also rooms for accommodation of passengers. The pagoda dedicated to Parvati, the wife of Shiva, is one of the finest in India. It covers 20 acres. Trimal Naik's Choultry, a vast hall, with over 125 columns lavishly decorated with sculptures and the ruins of the old Palace deserve a visit. Travellers' bungalow outside the town 83-11 3 4

Mahableshwar—Is about 40 miles from Wathar station, whence conveyances to Mahableshwar can be obtained. The journey from Wathar occupies about 5 hours. Bombay to Wathar, fares Rs. 11-12 and Rs. 5-15. Mahableshwar is 4,500 feet above the sea level, the highest point being 4,717 feet, and is the fashionable retreat for the residents of Bombay in the "hot weather," before the South-west monsoon cools the atmosphere. It is also much frequented in the hot month of October, and is habitable and inhabited in all but the South-west monsoon months. The road from Poona goes *via* the Katraj Ghat and Tunnel to Sherwal, thence to the Kamatki Ghat, after passing which a few miles the route leaves the Satara road at Surul, and branches off to Wai, on the Krishna river; from thence it ascends the Passernee Ghat to Panchgunni (11 miles) a small hill station, or rather colony, which is 12 miles from Mahableshwar. The distance from Poona to Mahableshwar is 75 miles. Travellers' bungalows at Shirwal, Wai, and Panchgunni, and a temporary building midway at Surul, where the road branches off. Carriages can be driven up the Passernee Ghat, but as it is somewhat long, it is advisable to employ ten or a dozen coolies to assist the horses, or to hire bullocks at Wai. There are two contractors at Poona, Messrs. Pherosha Burjorjee, Main Street, and Ardesir Framjee, Civil Lines, who supply carriages (phaetons and tongas) to travellers wishing to go to Mahableshwar by the Katraj Ghat. Phaetons for one journey Rs. 47 and tongas Rs. 26. The Municipality of Mahableshwar levy a tax on horses and carriages. Tongas may be hired in the bazaar, but Phaetons for hire have to be brought from Poona or Satara. There are three good hotels, *viz.*, the Mahableshwar, the Fountain, and the Ripon. A Club has been established, to which are fourteen sets of chambers, and a billiard room. Members are ballotted for. Library for visitors, the subscription is Rs. 5 per mensem. There are three Station public bungalows which are rented for the season (March, April, and May or longer) at Rs. 350 respectively. Application to occupy one of these bungalows should be made to the Superintendent, and no private transfer is permitted without his sanction. The cost of living is moderate. The mutton is celebrated: it is sold at the rate of from 4 lbs. to 6 lbs. the rupee, and beef at 8 lbs. per rupee. The Mahableshwar potatoes are the best grown in India, and are sold at Re. 1-8 or Rs. 2 per maund. Other vegetables are

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.

Mahableshwar—*contd.*

easily procurable. Strawberries are plentiful in the hot season, and are sold at the rate of about 32 dozens per rupee. Good milk is difficult to procure. There is a well supplied bazaar. There are about 90 bungalows on the Hill, the rents vary from Rs. 400 to Rs. 1,500 for the hot season, *i. e.*, from March to June. During the cold season, bungalows can be had for short periods at a rental of from one to three rupees per diem. The bungalows are furnished. The journey from Poona to Mahableshwar by dak takes from 10 to 12 hours. Information can be obtained from Mr. Paul Myatt, the oldest House and General Agent or Mr. Frank Orr.

ANOTHER ROUTE TO MAHABLESHWAR.

On the 29th March, 1875, regular steam communication under arrangements with Government was opened between Bombay and Dasgaon, 5 miles below Mahad, on the Savitri river, and 3 miles only from Mahableshwar. The new Ghaut from Mahableshwar to Poladpur on the same route has been opened for palkees and tattoos and for tongas. By this road, which is throughout of a very easy gradient, cart communication has been opened in a direct line from Satara, by Mahableshwar, to the Coast. Leaving Poladpur, the line goes by the old or from Kineshwar road about 5½ miles and then branches to the left, ascending gradually round the western and northern shoulders of Pertabghur to the pretty station of Warra on the first plateau below the Hills. Thence the road winds round the valleys between Lodwick and Bombay Points, and passing right under Bombay Point ascends easily again from the east of it, into the Bombay Point road by the "Terraces."

The distances and stages are as follows:—

Dasgaon to Poladpur	18 Miles.
Poladpur to Warra	16 ,,
Warra to Mahableshwar.....	12 ,,
Total..	46 Miles.

Those who choose to ride up the old Ghaut from Kineshwar will save 10 to 11 miles, but will find the Ghaut at Radtond in a very bad state, as it is now abandoned. There is an excellent Dhurmsalla at Dasgaon within three minutes' walk of the steamer anchorage. There is also an excellent bungalow, due to the energy of Mr. A. T. Crawford. At Poladpur there is a travellers' bungalow with furniture, messman, &c. At Warra there is a pretty travellers' bungalow with every convenience, Messrs. Shepherd and Co. have two steamers, conveniently fitted for the voyage, of about 200 tons. These, or other steamers of less tonnage, leave Carnac Bandar daily at 6-30 a. m. for Bankot, which reached easily by 4-30 p.m.—a small steamer awaits the arrival of passengers for Dasgaon (a few miles

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d.	h.
Mahableshwar—*contd.* below Mahad)—where it lands them in about 3 hours. Should the traveller have the advantage of moonlight, he will find that it greatly enhances the loveliness of the views, which can scarcely fail to recal the choicest beauties of Lugano and Isco. The spring tides serve best for the river passage, which is about 25 miles; and provision for two days must be taken from Bombay. The traveller who has the time to spare should rest at Dasgaon, starting thence down in his tonga, which must be ordered from Mahableshwar, for Poladpur, 16 miles, a convenient bungalow offering him there an escape from the heat of the plain below. At sunset he should start for the ascent of the ghat by the excellent carriage road, which bring him in 4½ hours to the bungalow at Warra. A halt may well be made here for a day, the messman providing all necessaries, including chairs and coolies for conveyance to Pratapgarh the historic scene of the grand old Mahratta Hill Fort and Temple. A pleasant morning's drive of 12 miles forms an easy termination to this delightful route to Mahableshwar. No kind of difficulty will be found in obtaining carts and tongas with three relays of ponies, if instructions are sent beforehand to Mr. Ardaseer Framjee, Mahableshwar, mail contractor; whilst the Superintendent is always ready to assist in making the necessary arrangements for the road. The charge for a tonga and 3 pairs of ponies is Rs. 30 if no halt is required at the several stages. The route *via* Poona is undoubtedly the speediest. Not to mention travelling by the mail cart, a person could leave Mahableshwar by tonga dak at about 6 a.m., reach Poona at about 6 p.m., have dinner and leave by the night train for Bombay, which would be reached at 6 next morning, but probably some twelve hours in the tonga would be very trying during the day in the months of April and May. (The Dasgaon route is stopped for the monsoon from June to August.)			
Mahejee—G. I. P. R. The celebrated fair is held at the village, about two miles from the station, where in a temple a large brass image is displayed. The fair is held about January and lasts some six weeks, being encouraged by the Collector of Khandesh, who awards prizes to successful exhibitors at the show of cattle and agricultural produce	15-1	0	9¾
Mahoba—I. M. Ry., 87 miles from Jhansi and 33 miles from Banda. The capital of the old Chandel dynasty. This is the direct route to Cawnpore, the native States of Chattarpur and Charkhari. This is the head-quarters of a Tehsildar in the Hamirpur collectorate. Being a "changing station" it is now a place of importance of the I. M. Ry. Co. Head-quarters of the Assistant Engineer, Loco. Foreman and other railway officials. Good sport—gun and rod—obtainable. Many tanks and two large lakes not far distant—*Bijanagar* and *Kethwa*. No refreshment rooms	49-4	...	

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Malegaon—G. I. P. R. to Manmad, where are waiting and refreshment rooms (miles 164), thence to Malegaon—24 miles—by mail tonga. Rs. 5 per seat. Road good. Travellers' bungalows at Manmad, near the station Julgaum half way, and Malligaum. The peon at Manmad bungalow supplies simple refreshments, such as fowls, tea, &c. Military station garrisoned by a Bombay Native Infantry Corps. The Cantonment is 1430·12 feet above the sea level. Climate delightful from November to February	15-0	...
Mandu Ruins—50 miles from Mhow. The Mahomedan stronghold in Central India between A. D. 1,400 and 1,700, in the territory of H. H. the Maharajah of Dhar, K.C.S.I. Situated on a table hill, with ruined mosques and tombs on the borders of tanks. About 50 miles from Mhow. The walls are about 38 miles in circumference. Lovely views can be obtained of the plains below. The place should be better known than it is. A good dak bungalow at Dhar, 36 miles from Mhow. Mail tonga Rs. 5 per cart. From Dhu Mandu 22 miles. Hackeries, &c., available in Dhu.		
Manickpur—E. I R. For Kirwi J. M. Railway, N.-W. P., 20 miles; fares, Re. 1-4-0 and 0-10-0. Nowgong (q.v.) is 125 miles from here; 167 miles from Jubalpur. Fares, Rs. 15-10-6 and Rs. 7-13-3. Another route *via* Itarsi and Jhansi; distance, 884 miles	55-3	...
By road to Etchwara, B. 10 miles, Karwi P. O. 9 miles, (River Pysani and Birwa) Thoora or Badausa B. Ry. 17 miles, Banda B. Station and P. O. 26 miles (River Cane) total 62 miles. From Banda to Matone. B. 11 miles, Kabrai, B. I. M. R. Co. and P. O. 11 miles, Mahoba. I. M. R. B. 10 miles, Srinuggar 10 miles, Dhoni 10 miles, and Nowgong B. and P. O. 11 miles, total 63 miles. The Jhansi-Manickpur State Ry. line passes near the above places. Large and smaller game Scenery good to Karwi (q. v.). Through railway communication opened on 1st August 1889. Distance, 181¾ miles. Speed, 15 miles per hour. Change carriages for either Allahabad or Jubbulpore. A small waiting room. Light refreshment are obtainable.		
Manmad—By the G I. P. Ry. line, 162 miles. Waiting and refreshmentrooms. Dak bungalow and messman. Junction with the Dhond and Manmad State Railway, which forms a chord line, 146 miles long, between the N. E. and S. E. sections of the G I. P. Ry. The climate is excellent, and a rest camp for native troops during the trooping season. South of the line, on an isolated hill, is a natural obelisk of trap rock from 80 to 90 feet high. Four miles to the east of the line is the Ankai Tanki Fort, now in		

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs. d.	h.
Manmad—*contd.*		
ruins ; a few very roughly hewn caves to be seen and several natural reservoirs on the hill. The best way to ascend is on the north-east side. The hill is much higher than the famous Dowlatabad Fort. The Nagar-Malegaon road passes this station. There is a Post Office here. Between Yeola, 18 miles, and Puntambeh, 41 miles, Dhond and Manmad Ry., near the river Godavery, good antelope shooting and water fowl. At times good ponies are to be had at the Yeola weekly fair. Change carriages for Ahmednagar and Dhond	19-9 0	14¾

Manora (Sind)—Manora Point is a low hill on west of Kurrachee harbour at the entrance. It is connected by a sandy isthmus with the mainland. The light house on the point has a fixed white light 148 feet above high water. The light is visible in fine weather about 20 miles. There are a few bungalows at Manora for Port officers and other officials.

Markundi—E. I. Ry., 10 miles from Manickpur, and 157 miles from Jubbulpore, where the finest sand stone in India is procurable and which has been utilized by the Indian Midland Ry. Company.

Matheran—By G. I. P. Ry. to Narel, 54 miles, Rs. 3-6. Thence to Matheran by palkee or pony. It is a hill sanitarium, 2,460 feet above the level of the sea. To make sure of having a pony, palkee, or tonjon, to take one up the hill, it is necessary to write to the office of the Superintendent, asking that one be sent to meet one on arrival at the railway station. The following is the established scale of charges for palkees, ponies, and coolies :—For a palkee or tonjon with 12 bearers, between Narel and Matheran, including toll, and return trip of empty palkee Rs. 8. At night the charge for the same is Rs. 8-6. Palkees or tonjons with 6 bearers, for day of 8 hours on the hill, Rs. 3. Palkee with 6 bearers for half day on the hill, Re. 1-12. Palkee with 6 bearers, for two hours on the hill, Re. 1-8 ; for one hour or any less period Re. 1. Four annas extra for each hour after 8 P.M. Pony between Narel and Matheran Rs. 2. Pony between Narel and Matheran, with side saddle, Rs. 2. Pony between Narel and Matheran for servant, Re. 1-4. Pony for the day on the hill Rs. 2. Pony for morning or evening ride, Re. 1. Coolie between Narel and Matheran—or for the day on the hill 5 annas. If palkees be wanted on the hill, application should be made to the Superintendent's office; for ponies no application is necessary; wheeled carriages are not allowed on the hill. At the top of the Ghat there is a toll. The charge for a horse is 1 anna; for a pony is ½ anna per trip.

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.

Matheran—*contd.*

There are several hotels: "The Alexandra," "The Clarendon," "The Victoria Hotel," and "The Rugby Hotel," The Alexandra Hotel has been greatly enlarged, and the railway station at Narel has now been provided with a number of both dressing and refreshment-rooms. The "Rugby Hotel," established in March 1882, is a branch of the Poona Hotel; is situated on the Church plateau, and is the highest on the hill; is near to the Gymkhana, the Church, and other places of public resort. The "Granville Hotel" is newly built near the Gymkhana and commands extensive views. The rooms are open to the sea breeze Houses are generally let by the season—*i.e.*, from 1st March to 15th June, and from 1st October to 31st December. They are furnished, after a fashion, and, with a few additions, may be made tolerably comfortable. It is advisable, that all who contemplate a lengthened stay should take their own horses or ponies—for, though the latter are to be hired, the supply is not always equal to the demand. Residents should send their names and addresses to the Superintendent's Office, for frequently boxes of ice, fruits, &c., with defaced labels, are taken there to be identified. All *drinking* water should be brought from springs, and not from the tanks. All the necessaries of life are obtainable in the bazaar, and the gardens furnish excellent vegetables. To meet the extra wants of Europeans, a shop has been opened by Messrs. Shapoorjee and Nanabhoy, where goods imported by Messrs. Treacher & Co. are sold in addition to Bombay fish, ice, the Bombay English newspapers, &c. There is a weekly market-day, when supplies, grain for horses, &c., should be purchased. The chief charm of Matheran is in its lovely scenery—for the noise and turmoil of the city, the visitor from Bombay gets a quiet, unbroken save by the songs of birds and the call of countless spur fowl. If his time is limited, he should go in the morning to Panorama Point—and from this vantage-ground he will look down upon Bombay, with its broken coast lines upon Malabar Hill, Mazagon, and Mahim, upon the Harbour with its shipping, and upon the many islands—he will look down upon a scene rarely surpassed and seldom equalled. In the afternoon he should go to Garbut Point, where there are fine views of the Ghats and their tumbled foreground. The other points are Hart, Porcupine, Louisa, Echo, Landscape, Bottle, Monkey, Zarry, Great and Little Chowk, and Alexandra Point. On the east side of the hill, between Alexandra and Little Chowk Point, is a fine grove, where the most magnificent trees are to be seen with gigantic creepers festooning them. It is known as Amrai or Rambagh

From BOMBAY to—	Approx. Fares.	Approx. Time.
Mau—I. M. R., (N. W. P.) The principal mart in Bhundelkund, and is an important station on the I. M. Ry. between Jhansi and Manickpur (E. I. R.), opened 5th June 1889. Fares from Jhansi Rs. 2-8-0 and Re 1-4-0 : distance, 40 miles. Population about 23,500 souls. This is the next nearest railway station to the Military Cantonment of Nowgong (q. v.), Harpalpur is the nearest (q.v.) A large, clean and well drained Municipal town. Having its Deputy Collector, Tahsildar, Native Medical Officer, Post and Telegraph Offices, Dak Bungalow with *khansamah*, and a Government garden. Conveyances obtainable. Supplies plentiful. This place is nicely wooded. Small game obtainable. The "Indian Cuckoo" found here. The river *Sukhnai* separates the town from the railway station.	Rs.	d. h.
Meerut—Is the headquarters of a division of the army, and batteries of Artillery and regiments of both English and Native Cavalry and Infantry are stationed in the cantonment. There are two railway stations at Meerut, the cantonment and the city, 3 miles apart. The Church in the cantonment is a handsome building capable of holding 3,000 persons. The great Mutiny of 1857 commenced at Meerut. There are refreshment rooms at the station and several hotels and serais (or dhurmsallas) in the town *via* G. I. P.	96-10	..
Via B. B. & C. I. Ry.....	58-6	1 18
Another route *via* Itarsi, Jhansi, Tundla, and Ghaziabad; distance, 1,000 miles.....	66-10	..
Passengers by this route can avail themselves of the through carriages which run daily between Bombay and Lahore.		
Melghat—Or Gangra, Berar, in the Ellichpore District (q. v.), is 38 miles long, N. to S., and 60 miles broad, E. to W., and contains 1,625 square miles. The European town is Chikalda. Two rock-cut temples, rudely finished, can be seen near Manjera. A spring (not far from the caves) "about 5 × 5 is never dry." The fort of Narnala (q.v.), built on a hill 3,161 feet above the sea is worth seeing, and has about thirteen miles of rampart, twenty-one gateways, and nineteen tanks. The Shanur gate of white sand-stone is certainly a work of art. Extracts from the Koran are cut into the panelling. The fort was finished in A. D. 1061, and dismantled in 1858. Game of all kinds, from bison and tiger to a quail, abundant, including the four horned antelope (Tetraceros Quadricornis).		
Mettapollium—Madras, 327 miles; fares, Rs. 31 and Rs. 12. Junction station at Pothanoor for Coimbatore, and the Neilghiri branch line 26 miles 2¼ hours. From Pothanoor..	83-11	2 15½

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.
Mhow—To Khandwa on G. I. P. Ry. (Rs. 29-1), thence by Holkar and Neemuch State Rys. There are waiting rooms at Khandwa, and a dak bungalow within view. Is a Military and Cantonment station with a good dak bungalow. The Mandu ruins (q. v.) 50 miles are worth seeing for its historical associations.		
Mirganj—For the "Marble Rocks," G. I. P. Ry., the second station from Jubalpur, 11 miles; fares, 11 annas and 6 annas. This is the nearest station to the much-talked-of Marble Rocks.	37-14	...
Mogul Serai—919 miles from Bombay .... By G. I. P. Ry., and E. I. R. *via* Mogul Serai where there is a refreshment-room and is the junction of Benares branch, 6 miles.	68-12	...
Mohpani Collieries—By the G. I. P. Ry., north-east division to Gadarwara junction and then by train 12 miles. Small game such as snipes, ducks, deer, &c. The line of railway is expressly made for the conveyance of coal, which is exported to Bombay at a moderate cost.		
Mominabad—2,500 feet above sea level, which is garrisoned by cavalry of the Hyderabad Contingent since 1817. By G. I. P. Ry. to Barsee (Rs. 14-10, and Rs. 47-5, miles 234), and thence by road—78 miles—to Mominabad. From Barsee Road Station to Barsee Town, 20 miles, there is a made-road and a tonga dak. For the remaining 58 miles there is but a track used by country carts. Good mangoes can be had here. From the railway station to Mominabad there is not a bungalow or rest-house of any description. Mominabad, better known as Amba Jogai, is a very ancient city. It has a perennial spring east of the camp. Temples of exquisite structure have been found to have been built up in the bastions of the old fort, which is fast going to ruin. There are two caves N. W. of the town. Country is hilly, and large game is obtainable. From Aurungabad to Mominabad, 117 miles. Tonga and carts obtainable on application to the mail contractor at Barsee. This station is situated on the table land of Balaghat.		
Mormugao—6 miles south of Goa. Headquarters of the Western India Portuguese Railway; lots of room; well worth a visit. Good road to Donna Paula bay opposite; boat or steam launch always plying across. The Assistant British Delegate lives at Caranzolim on the road to Donna Paula. Fares from Castle Rock, Rs. 3-7 and Re. 1-12.		

From BOMBAY to—	Approx. Fares.	Approx. Time.
Mooltan—Through train to Allahabad, thence to Lahore, thence to Mooltan, 1,766 miles. Refreshment and waiting rooms at the station	Rs. 129-5	d. h. 4 1½
New route by B. B. & C. I. Ry. to Ahmedabad, thence by Rajputana State Ry. to Ferozepore, thence by he North Western *via* Raewind to Mooltan	80-14	3 0
Or the traveller can proceed to Kurrachee by B. I. eamer, thence by railway to Mooltan	130	...
The next route (1,512 mil s) is *via* Itarsi, Jhansi, Tundla, and Ghaziabad Junction	98-11	...
Mount Abu—B. B. and C. I. Ry. to Ahmedabad (310 miles), thence by Rajputana State Ry. to Abu Road station (115 miles). The Observatory is 3,945 feet above sea level	28-6	0 18½

From Abu Road station (called by the natives Kherari), in jhampans or on ponies up to Mount Abu, a distance of 15 miles. To obtain ponies up the hill, write beforehand to the Magistrate of Mount Abu, stating the number required. The rates are : Coolies 9 annas each ; luggage ponies one rupee ; riding ponies four rupees ; and jhampans four rupees each. From Abu Road to the Rukki Kishan temple, a distance of about 4 miles, the road is level, Midway between Abu Road and Rukki Kishan is the Manpur dak bungalow, where good accommodation and a cook can be obtained. From Rukhi Kishan the ascent commences, but it is not steep. From Rukki Kishan to Arna Chowki is over 6 miles, while from Arna to the church at Mount Abu is 5 miles further. Mount Abu belongs to the Rajput State of Sirohi ; and the inhabitants of the hill other than British subjects are subject to the jurisdiction of the British Magistrate in criminal matters only. The civil administration is carried on by the Sirohi Durbar. There is a good "Abu Hotel." The travellers can get comfortable house accommodation, a good table, and every attention is paid by Mr. J. J. D'Souza, the proprietor. Dak bungalow where travellers will find accommodation. It consists of four rooms, two of which are large, with a dressing and a bath-room each ; while the two smaller ones have bath-rooms also. The Abu bazaar is not a large one, but English stores can be got. The chief merchant is Mr. Framjee Nusserwanjee, who sells European stores ; he also sells wines, spirits, aerated waters, provisions, &c., opposite the church. Mount Abu is the sanitarium of Rajputana and Gujerat. In shape it is long and narrow, the length at the top being 14 miles, while it is only 2 to 4 miles in breadth. It is the highest mountain in Rajputana :—Guru Sikr, the principal peak near the north end of it, rising to a height of 5,653 feet above the sea. The Residency, which is situated near the south-west end of the hill, is nearly 4,000 feet above the sea. There is no cantonment on Mount Abu, but a small part of the hill is rented from the Durbar ; and barracks for sick soldiers have been constructed. The natural features of Mount Abu are very bold and the slopes extremely precipitous. The traveller, when ascend-

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.

Mount Abu—*contd.*

ing the mountain, can hardly fail to be impressed with the grand and beautiful scenery. The gigantic masses of syanite rock, towering along the crest of the hill, are specially striking, and are in many cases so weather-worn as to present most fanciful and weird shapes. In places, too, the face of the cliffs has been worn into rounded caverns and holes resembling the section of a largely magnified sponge. The Nuki Talao, situated close to the civil station, is a fine sheet of water about half a mile long and a quarter of a mile broad. The climate of Abu is agreeable and healthy. The temperature seldom rises above 90° ; and owing to the dryness of the air and the prevalence of a cool breeze, the heat is not trying. The shrines and temples, most worthy of note, are those at Guru Sikr, Achilgarh, Gai Mukh, and Dilwara. The shrine at Guru Sikr has no architectural beauty, but in clear weather an ascent of the peak is well repaid by the magnificent view obtained over the surrounding country. The temples at Achilgarh are worth a visit. From an inscription on one of the shrines, it appears that they were repaired by Pramari Shri Dharabury in A. D. 1209 and judging by the plain and solid construction of the temples, the fact of their having been repaired about A. D. 1209 would show that they were built at a much earlier date. The shrine at Gai Mukh is situated below the summit of Mount Abu at the south end of the hill. The descent from the crest of the hill to the shrine is by a long flight of very rough and steep steps, at the bottom of which is the Gai Mukh, a stone representation of a cow's mouth, through which the waters of a clear perennial stream flow into a small reservoir constructed by a former Chief of Sirohi. The celebrated Jain Temples of Dilwara are situated about a mile to the north-east of the civil station. There are four temples in the group, of which two are of comparatively recent date, and having no architectural beauty require no special attention. Of the other two, one was constructed by Bimal Shah, a banker of Gujerat, about A. D. 1030, and is dedicated to Vrisabdeva. The other was built by the Brothers Tej Pal and Vasutpal about A. D. 1236, and is dedicated to Perswanath. The principal feature in each is an octagonal dome forming a vestibule to the adytum, wherein the objects of worship are enshrined and around which is a columned peristyle, roofed with numerous domes, each containing a beautifully carved ceiling of a different pattern. No one visiting these temples can fail to be struck with the beauty and elegance of the internal carving which, combined with their good state of preservation, renders them by far the finest and most perfect specimens of Jain architecture in India. To visit the Dilwara temples it is necessary to obtain a pass from the Magistrate of Mount Abu. All applications for coolies or ponies, by persons residing on Abu, should be made direct to Mr. Framjee Nusserwanjee, the cooly agent appointed by the Sirohi Durbar. Applications from non-residents will be received by the Magistrate.

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Mulkapoor—(West Berar) Nagpore branch, G. I. P. R., 308th mileage, is 28 miles from Buldana, and has its Assistant Commissioner's and Tehsildar's Courts, combined Telegraph and Post Offices, and Dak Bungalow with messman. Small waiting-room at the station. Good metalled road to Buldana. A Government tonga, with relays of bullocks, can now be procured on application to the Tehsildar. Bullock relays Rs. 2-10 for the 28 miles, and the same amount for the return journey, and Rs. 5 for tonga; total, Rs. 10-4. Country carts are available. The Berar province commences from Khamkhed, the third station from Bhosawul, 302nd mileage, and ends in the 453rd mileage. Wild pigs and small game plentiful; a pony Mail tonga runs daily to and from Buldana, Rs. 9-4.		
Murree—Sanitarium and hill station, is 38 miles from Rawalpindee (N. W. Ry.). By tonga from Rawalpindi, 7,500 feet above sea-level. The houses crown the summit and sides of an irregular ridge commanding magnificent views over forest-clad hill sides into deep valleys studded with villages and cultivated fields, with the snow covered peaks of the Kashmir ranges as a continual back-ground. The climate is admirably adapted to the constitution of Englishmen.		
Mussourie (N. W. P.)—Hill station and summer retreat. To Saharanpur (q. v.) 1,067 miles from Bombay, and from thence to Debra Doon, 40 miles by dak gharry, and 4 miles further to the foot of the hill at Rajpur; from thence either by jhampans, ponies or dandies. Purely a Civil station. Ranikhet and Chakrata are within the circuit of about 30 miles.		
Muttra—A great centre of Hindu devotion. A British Cavalry Regiment is stationed here; 23 miles from Achnera on the Achnera-Cawnpore branch of the B. B. & C. I. Ry. Dak bungalow. Brindaban is about eight miles distant by rail.....	54-4	..
Mysore—To Bangalore by Madras Ry. at Jollarpet junction, thence by S. M Ry. to Mysore. A break in the journey and a brief stay at Seringapatam fortress would repay the visitor. The "Mysore State Ry." is situated near the Pattah of Bangalore. Distance to Mysore from the "City" is 86 miles; fares Rs. 5-6 and Rs. 2-11. At Maddur there is a refreshment room, 40 miles from Mysore and 46 miles from Bangalore City	63-5	...
Nagpur (C.P.)—Terminus of the G. I. P. Ry. Through train to Bhosawul, 276 miles, change carriages: thence by branch line, 243 miles. To Chakardarpur 508 miles; fares Rs. 47-10 and Rs. 21-3. Nagpur is the headquarters of the administration of the Central Provinces, and is about equal distant from Calcutta and Bombay. The mail train from hence runs direct to Chakardarpur, the present terminus, thence by G. I. Ry. to Calcutta	32-8	0 20½

From BOMBAY to—	Approx. Fares.	Approx. Time.
Naini or Nynee—E. I. Ry. junction to Calcutta. 4 miles from Allahabad or 840 miles from Bombay. A small town, separated from Allahabad by the Jumna, containing the Central Jail. Passengers for Calcutta prefer going to Allahabad for "Chota Hazri," and to view the girder bridge (16 spans) spanning the Jumna. Fares from Jubbulpore junction, 224 miles, 9 hours, Rs. 21 and Rs. 10-8.	Rs.	d. h.
Nandgaon—By the G. I. P. Ry., 178th mileage. Travellers' bungalow and good waiting and refreshmentrooms. This station is the nearest road to Aurungabad and the Caves of Ellora in a E. S. E. A mail pony tonga runs to Aurungabad daily after the arrival of the up and down mail trains. (See Aurungabad.) The mail contractors (Nusserwanjee and Sons) at the station also supply tongas at Rs. 25 per trip and bullock nibs for the Ellora Caves and Roza, a distance of about 42 miles, in 7½ hours' journey. Country cart tongas without springs are available at Rs. 13 to and fro, but all drawbacks must be endured. The contractors are also carrying agents by bullock transit in 24 hours. The bungalows *en route* are Taroda 14 miles, to Deogaom 20 miles, and from thence to Aurungabad 21 miles. The road to the Caves of Ellora diverts at the 16th mileage or about 5 miles from Deogaom.	11-2	0 7½
Nandura—(Neemgaon, West Berar) 325 miles from Bombay. Nagpur Branch, G. I. P. Ry. Small waitingroom and a serai. P. W. D. inspection bungalow; cotton trading town and 12 miles from Khangaon; metalled road. No conveyance, but country carts. A new bridged road, 17 miles long, is made to Jalgaon. Spotted deer abundant; also other small game. There is a fair weather road to Mulkapur, 16 miles	20-5	0 12½
Nasik—G. I. P. Ry. 117th mileage to Nasik Road station, from which Nasik lies between 5 and 6 miles to the north-west. Capital tongas are on hire at the railway station. The ponies do their six or seven miles an hour easily. A tonga can be hired for Rs 2½ a day. Travellers' bungalow and waitingroom at the station; the charges for board and lodging amount to about Rs. 5 a day. A Tramway will shortly be opened for the conveyance of passengers and goods between the railway station and the City. Nasik, the Benares of Western India, is pleasantly situated on the banks of the river Godavery or Gunga. The winding streets lead down to the broad but shallow river, whose waters are made to run for about half a mile through a succession of masonry basins, in which the whole population come to wash themselves and their cooking pots and to draw drinking water from day to day. Here is the centre of business and pleasure for all Nasik. The bank of the river is thickly lined with temples; a bazaar is held on the north bank; and it is a most interesting sight in the early morning to see the busy crowd, some bathing, others trafficking, and others		

From BOMBAY to—	Approx. Fares.	Approx. Time.
Nasik—*contd.*	Rs.	d. h.

worshipping in the temples. The principal temple, in the suburb of Panchavati on the north bank of the river, is dedicated to Rama, who, according to the Ramayana, retreated to this spot during his exile; and the faithful may still see here the car in which he rode. The resident population of Nasik numbers 35,000, including about 10,000 Brahmins. As a place of pilgrimage for Hindus, it used to be frequently visited by cholera; but the arrangements for preventing the outbreak of disease among the pilgrims are now most efficient. Naturally, Nasik is one of the healthiest stations in India. It enjoys a temperate climate nearly all the year round. The country is fertile and well-wooded, and the roads are excellent. Its natural advantages are so great that Sir G. Campbell seriously proposed to make it the capital of India. Pleasant excursions can be made to Gungapore, 8 miles higher up the Godavery, where there are nine temples and a pretty waterfall; to a ruined fort above a picturesque bend of the river, 5 miles along the same road; to the Buddhist Caves of Pandu Lena—seventeen in number, excavated in the second and third century—5 miles to the S. W.; and, in the opposite direction, about 8 miles to the N. E., to the rarely visited Caves of Chumar Lena near the top of a conical hill, half way up, which, after a toilsome climb, the weary pilgrim finds himself at the foot of a staircase of nearly 300 deep masonry steps leading to the Caves. Trimbuck, 20 miles off, at the source of the Godavery, is venerated as the most sacred place on the river, and every twelfth year it is visited by tens of thousands of pilgrims. The road to it is very bad, and the journey there and back from Nasik cannot well be made in one day. The new rest camp of Deolali or Booghoor, for European troops entering or leaving India, lies 8 miles to the south of the city. At Nasik there is a colony of Christian converts and a school, at which Dr. Livingstone's "Nasik boys" were educated 7-5 0 5

Neemuch—G. I. P. Ry. to Khundwa. Waitingrooms. Dak bungalow: 353 miles. Thence by Holkar and S. N. State Ry. to Neemuch, 241 miles; 591 miles from Bombay ..... 41-1 ...

A military station (with the usual Station Staff), consisting of 2 Field Batteries, Royal Artillery; 2 Companies British Infantry (furnished by the Regiment at Nusseerabad); one Bombay Cavalry Regiment (one Squadron on detachment at Nusseerabad); one Bombay Infantry Regiment (three Companies on detachment at Indore). Neemuch is surrounded by Native States, the Cantonment along being British territory. There is a small Fort, in which are located the military treasury and store room. There is a fine Club, with cricket ground, tennis courts, &c., attached.

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.

Neilgherries—Travellers from Madras go by the South-West Madras Ry. to Mettapollium. Travellers from Bombay either take the Madras mail train, staying some hours at Arconum junction, or the new railway route *via* Poona, Hubli, Harihar, Bangalore, & Jollarpet junction to Mettapollium. Some may prefer the weekly British India Steamer to Calicut. There are two hotels at Calicut, and the morning mail train to Pothanur junction reaches Coimbatore the same afternoon where there is limited accommodation at the Dak Bungalow. Thence there is a level piece of metalled road to Kullar at the foot of the Coonoor Ghat ascent. The old and steep Ghat is 9 miles long, but from Kullar to Coonoor by the new carriage Ghat is 16 miles. The latter is now the most frequented route, and through tickets are issued by the Nilghiri Carrying Company's mail and express Tonga service. Fare, up, Mettapollium to Ootacamund, Rs. 20 per seat; down, Rs. 16; with a reduction for return tickets. Heavy luggage has to be sent by bullock-cart, costing about Rs. 7 per cart. The journey to Coonoor occupies 3½ hours, and to Ootacamund 5 hours. The old Ghat is still available to travellers who are not hurried, and they can arrange at Mettapollium for a transit coach to convey them 6 miles to Kullar at Rs. 7, and a pony at Rs 8 to carry them up the Ghat to Coonoor at Rs. 8, their luggage being taken by baggage-carriers at As. 12 a man. Travelling is best done during the day, to avoid a risk of fever, and not to miss the fine scenery. The hotels at Coonoor are Gray's, and Davidson's, both equally good, and much above the average. The military station of Wellington is 3 miles from Coonoor, and the minor Sanitarium and Planter's station of Kotargherry, where there is also a small hotel. is 12 miles distant by a drivable road. Ootacamund is 12 miles from Coonoor by a metalled road on easy gradients, and being about a thousand feet higher, is colder. There is a short cut by which the distance for riders is reduced to 10 miles. The principal hotels at Ootacamund are Sylk's and Shoreham House. There is also the Ootacamund Club for those with members' introductions. Tourists have the alternative route from Bombay to the Neilgherries of Shepherd's steamer to Goa, 26½ hours. Fare, Rs. 10 without provisions. thence by the Southern Mahratta Ry. from Marmagoa railway station, where there is a small hotel to Dharwar. Remaining at the dak bungalow, 1½ miles from the railway, for the night and resuming the journey *via* Hubli, Harihar, Bangalore, and Jollarpet to Mettapollium as before. If tourists offered, an exceedingly picturesque route is practicable by the Imperial metalled or gravelled road from Calicut to Ootacamund, through Kokote (Club hotel), and the Wynaad Gold-fields, to Gudalur and Ootacamund, distance, say, 100 miles, with a speed of travelling of 20 miles a day.

From BOMBAY to—	Approx. Fares.	Approx. Time.
Nowgong, C. I. (Bundelkund)—By a good metalled road, (one unbridged river); the second nearest railway station at Mau (q. v.). A military station of about 1,500 European and native troops. The seat of a Political Agency. This station has all its essential Government officers including a Printing Press. For a seat by the mail tonga (Rs. 3, or by a "special coach" Rs. 10), the proprietor should be addressed at this station for further information. Hurpalpur (I. M. R.) (q. v.) is about 16 miles from this Cantonment, being the *nearest* route to this Political Agency; it is used for all Governmental purposes, and by the general public. Time in transit by either the mail tonga or "stage coaches"—3 hours. Passengers must provide themselves with refreshments. No refreshment room at Harpalpur (q. v).	Rs.	d. h.
Nundidroog—26 miles from Bangalore by a good road to the foot of the hill, where there is a first class dak bungalow. The top of the hill has a plateau of about 5,000 feet high. The climate is almost equal to the Neilgherries, Shevaroys and Pulneys. On the plateau there are about half-a-dozen bungalows. An old Fort—of historical interest in the days of Tippu—is worth seeing.		
Nurnalla Fort—3,160 feet above sea level and 42 miles from Akola (Berar) *via* Akote, the hot weather retreat of the West Berar officials. Provisions obtainable from either Akote (14 miles) or Akola (*vide* Melgkat). Climate bracing from March to end of May. Game of kinds plentiful.		
Nursingpur—(C. P.)—G. I. P. Ry. 53 miles from Jabalpur; fares, Rs. 3-5 and Rs. 5-11; and 564 miles from Bombay	35-4	0 22½
Headquarters of Deputy Commissioner and other district officials. The town is nicely wooded and is of historical interest. The first suppression of Thugs by Captain Sleeman took place here. This place was taken by the British in 1817 from one of the Bhonsla Rajahs of Nagpur. Dak bungalow—game obtainable.		
Nusseerabad—B. B. and C. I. Ry. to Ahmedabad (310 miles); thence by Rajputana State Ry. to Nusseerabad (319 miles). Dak bungalow a mile from the station. A military station, commanded by a Colonel on the Staff, consisting of one Field Battery Royal Artillery; one Regiment British Infantry (with detachment of two Companies at Neemuch); one Squadron Bombay Cavalry; and one Regiment Bombay Infantry	44-5	1 9½

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.

Nynee Tal—A hot weather retreat for the Lieut.-Governor and officials of the N. W. P. Take train from Bareilly junction, 66 miles; fares, Rs. 10 and Rs. 5 to Kathgodam, R. & K. Ry. (q. v.), and from thence by dak. Ranikhet and Chakratta (q. v.) may be reached this same way. *Vide* Mussoorie. From the railway station for about 2 miles the country is flat, from thence 10 miles the ascent begins and Nynee Tal is reached. *En route* the traveller observes most picturesque scenes; water-falls flowing down deep khuds, &c. The trip is made delightfully pleasant in viewing Nature's beauty, either by "*Dandies*" (from the Brewery), ponies, or tongas; (fares Re 1-8-0, Rs. 2-8-0 and Rs. 9 respectively. Tongas available as far as the Brewery, distance 9 miles. (Johnson's refreshment rooms here.) Half way up the ghat is "Douglas Dale" or "Travellers' Rest." Dak bungalow and hotels (Albion, Murray's, and Hill's); besides "boarding houses." English stores are available in the shops The views of the snowy range from Government House are sublime. The silvery waters of the large lake (about 1½ square miles) is surrounded by five hills, known as "Cheenapeak," Sherka-dunda (Tiger hill), "Ayahpata," "Deopata" (God's hill), and Cherapunta" or 3 prongs. Churches of several denominations:—"St. John in the Wilderness." &c. Educational Institutions are many:—At "Sherwood" is the Diocesan High School for boys, and at "Barnsdale" for girls. Beside the "Wellesley" School for Methodist, "Rainney Convent" and R. C. School, Mrs. Schunaman's Kindergarten School at "Oakpark" and a private school at the "Priory." Near the Convalescent Depot and at the end of the above lake are the sulphhur springs. Lady Dufferin's Hospitals opened in October 1890. The "Assembly Rooms" contain a Library, Morrison's Shop, a Dancing Saloon, &c. Kathgodam to Brewery 9 miles; from Brewery to Nynee Tal (Dandies) 3 miles; "Douglas Dale" from Nynee Tal, 5 miles.

Oodeypore—The capital of Meywar. By rail by Khandwa *via* Indore on Rajputana-Malwa Ry. to Chitor thence by camel or bullock shigram to Oodeypore, distance 70 miles A fine road has been made by Mr. Williams, the Maharana's Engineer. Mail tonga, one seat, Rs. 10. Special tongas by notice to agent. The scenery rivals that of Cashmere.

Pachmarhi (Puchmuaree)—To Piparia by the G. I. P. Ry., 505 miles from Bombay; and thence by road 32 miles. Dak bungalows with messmen at Piparia and at Singanama, the foot of the hills, 18 miles from Piparia. Half way between Piparia and Singanama is a D. P. W. rest-house, furnished. The road is a D. P. W. road, and is excellent in all weathers. Application for conveyances should be made either to the Mail Agent, Piparia, or to Bolaki, Pachmarhi. Rates as follows:—Pony tonga,

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Pachmarhi—*contd.*		
Rs. 16 ; seat in Mail cart, Rs. 8 ; bullock tonga, Rs. 12 ; bullock cart, Rs. 2-8 (in the rains, Rs. 3). At Pachmarhi is a hotel, terms Rs. 5 a day or Rs. 135 a month. Arrangements can be made with the proprietor. A room is also reserved in the hotel on the dak bungalow principle for travellers passing through the station. Pachmarhi is the summer residence of the Chief Commissioner of the Central Provinces, and the usual up-country Civil Staff is stationed there. Military convalescent depôt for 250 men, to which four or five officers are attached. Dispensary, Observatory, Post Office, and Telegraph Office. Pachmarhi is a plateau, 20 square miles in extent. Its undulating surface, firm gravelly soil covered with soft, short grass and thickly-growing trees, give it the appearance of an English park. The plateau itself is 3,500 feet above the level of the sea. The hills, which border it, are 1,000 feet higher, and the surrounding country is thickly wooded. The station in consequence escapes the hot winds which burn up the plains below ; in the rains, with an average rainfall of 65 inches ; temperature scarcely ever reaches 80 degrees. The river Denwar, at the foot of the Ghat, abounds in fish, and the jungles in large game	31-9	...
Pachora—G. I. P. Ry. for the Ajunta Caves (q. v.), 232 miles from Bombay. Dak bungalow. Tongas procured for the famous Rock Temples	14-8	0 9½
Palanpore—By B. B. and C. I. Ry. to Ahmedabad (310 miles), thence by Rajputana State Ry., 83 miles. Refreshment room at the station	25-14	0 17
Palitana—By railway *via* Ahmedabad to Wadhwan. Thence by Bhavnagar-Gondal Railway to Shonghed. Thence by carriage dak, 12 miles, to Palitana. The principal object of interest is the numerous Jain temples on the hill. The Thakore of Palitana provides tourists with conveyances on application.		
Panchgani—By G.I.P. Ry to Poona, thence by phaeton or tonga dak to Panchgani 62 miles, or by rail to Wathar 68 miles, thence by dak to Panchgani 29 miles, being only 12 miles from Mahableshwar. Panchgani is inhabited all the year round by Europeans, and possesses a school for the education of European children.		
Parel—G. I. P. Ry., 5 miles from Bombay. Junction Station with the B. B. & C. I. Ry. Extensive workshops of the G. I. P. Ry. and Government House. A thickly populated town, chiefly mill hands and servants of the G. I. P. and B. B. & C. I. Rys	0-5	...
Penang—By P. & O Co.'s China steamers, and by B. I. S. N. Co.'s steamer from Calcutta	300	13 0
By A. H. Lloyd's steamers on the 8th of each month.	250	11 0

From BOMBAY to—	Approx. Fares.	Approx. Time.
Peshawur—To Lahore, thence by North Western Ry. to Peshawur Cantonment. 278 miles; fare from Lahore Rs. 21. 1,416 miles from Bombay *via* Ahmedabad and Ferozepore	Rs. 88-8	d. h. ...
By G. I. P.	137-9	...
Or *via* Itarsi, Jhansi, Tundla, Ghaziabad, and Lahore 1,583 miles from Bombay	103-13	...

Passengers by the last route can avail themselves of the through carriages which run daily between Bombay and Lahore. Great bridge over the Indus at Attock was opened on the 25th May 1883. Trains run through to Peshawur. Dak bungalow and hotel.

Pondicherry—(Madras). By B. I. S. N. Company's steamer fortnightly. This is the capital of the Franco-Indian colonies. The best way to reach it is by steamer from Madras. There are no objects of special interest here, but it is an agreeable (and cheap) place in which to spend a few days, and has some historical interest attached to it. Hotel and travellers' bungalow.

Poona—By G. I. P. Ry. (Victoria Terminus or Byculla) 119 miles 7-7 0 6

The Bund, Nowsaree Castle (on the Kirkee Road), the Civil Engineering College, the Temple of Parvati, situated on a hill of that name at the foot of which is a garden called Hirabag in which was formerly a residence of the Peishwas and now used for picnics. The Government Gardens near the Bund, and Government House at Gunesh Khind, are the chief places worth visiting in Poona. The station is 1849·2 feet above sea level. Waiting rooms at the station. Several good hotels. A Canal from Lake Fife at Kharakwasla about 10 miles from Poona runs through the Cantonment, and irrigates large tracts of land. Water is laid on by pipes to nearly all the houses. Poona, the chief city of the Deccan, has a very temperate climate and from June to September is delightful. The average rainfall is 35 inches. It is the seat of the Bombay Government during the monsoon; it is also the headquarters of the Bombay Army. The population is chiefly composed of Hindus and Mussulmans. The city is famous as having been the capital of the Peishwas, and is of considerable commercial importance. It has a Council Hall, containing some magnificent oil paintings, in which Levée and Meetings of H. E. the Governor's Legislative Council are held. Through trains to Bangalore (q v.) arriving on the third day 625 miles. Fares, Rs. 39-10 and Rs. 19-9-0.

From BOMBAY to—	Approx. Fares.	Approx. Time.
Porbandar—Terminus in West Kathiawar of the B. G. J. P. Ry. Travellers' bungalow, but not available at present, though accommodation is provided by Administrator on notice being given. B. I. S. N. Co.'s steamer leaves every Thursday afternoon for Mandvi and Karachi and arrives from Mandvi and Karachi every Monday morning taking on passengers to Mangrole, Verawal and Bombay. Steamer "Hindoo" from Bombay direct to Dwarka, Mandvi, and Jamnagar calls every Tuesday morning, and on the downward journey on the Thursday afternoon. Messrs. Shepherd & Co.'s steamers from Bombay to Mandvie and intermediate ports call both ways twice a week. All steamers run only during the fair season.	Rs.	d. h.
Punna—A native State noted for its diamond mines. Badausa, I. M. R., is the nearest station, about 50 miles distant by a fair weather road. This diamond field could also be reached by a good road from Sutna, E. I. Ry. (q. v.).		
Purandhar—A small military sanitarium, 4,000 feet above sea level. To Poona by train. Carriage road *via* Dewa Ghaut and Sassoor, 25 miles. Riding track *via* Bapdev Ghaut and Chamblee, 20 miles. Ponies and camels ascend the hill as far as the lower fort. Several bungalows rented by visitors	30	...
Quetta—By B. I. S. N. Company's steamer bi-weekly to Kurrachee; passage money.....	70-0	3 0
By rail.....	122-7	...
From Kurrachee by N. W. Ry. 549 miles. The main line of the N. W. Ry. runs as far as the Ruk junction (318 miles from Kurrachee) where it takes a north-westerly course, passing Jacobabad, the old frontier station: thence to Sibi, 133 miles from Ruk. Here the railway divides, the left hand branch passing up the Bolan pass to Quetta (98 miles more). Quetta is 5,600 feet above sea level. The average rainfall during the past 5 years was 8·8 inches. There are two hotels at Quetta—the Lansdowne Hotel and the *Plaisance* Dak Bungalow. There is also a Government Dak Bungalow, which being centrally situated is the most convenient for visitors to the station. The principal buildings at Quetta are the Biluchistan Agency, the Post Office, Government Telegraph Offices, Treasury, the Ingle Market, and the Quetta Club. The troops of all arms quartered at Quetta consist of 2,200 European soldiers, 5 800 native sepoys, and 18 guns.		
Raichur—350 miles from Madras; fares, Rs. 33 and Rs. 13. G. I. P. Ry., and junction of the Madras Railway, 443 miles from Bombay. Refreshment room and serai. Old ruined fort worth seeing. Nearest station is Lingsugur. A newly formed military station of the Hyderabad Contingent (one Infantry Corps) instead of Lingsugur from January 1883. Change trains for Bellary, Madras, and Bangalore.....	27-11	0 18¾

From BOMBAY to—	Approx. Fares. To	Approx. Time. d. h.
Raipur (Central Provinces)—Bengal-Nagpur Ry. Nagpur *via* Bhosawal by rail; and then by rail 188 miles from Nagpur; fares, Rs. 17-10-0 and Rs. 7-14-0	Rs. 50-2	1 12½

Rajkot—By B. B. & C. I. Ry. to Wadhwan; thence by Morvi Ry. to Rajkote *via* Wankaner, 77 miles; fares, Rs. 3-9-0 and Re. 1-5-6. Headquarters of the Political Agency in the province of Kattiawar. Travellers' bungalows on the road from Wadhwan to Rajkot, Muli, Dholia, Choteela (a messman here), Bamanbor, and a dhurmsalla with rooms for Europeans at Knarwa. From Rajkot ther is a good road to Gondal, 24 miles; and then on to Jetpur Ry. station, another 22 miles, by which people for Bhownuggur and other places in the south of Kathawar now travel.

Raj-Nandgaon—A station of the Bengal-Nagpur Ry., 146 miles from Nagpur in 13 hours; fares Rs. 13-11 and Rs. 6-1. A small branch line, 3 miles long, from Dowhali to Tumsar. A bullock dak from Raj-Nandgaon to Raipur (C. P.), or by rail 42 miles.... 46-3 1 7½

Ramandroog—Known as the Droog, is about 37 miles from Bellary, Madras Presidency. The Ghat is seven miles long with a fair road, and gradients about 1 in. 40. Supplies plentiful, and shikar abounds in the sholas. The Droog was abandoned in 1880 as a sanitarium. It has now again been re-established as a hot weather retreat for the military, as Bellary is hot during the summer.

Ramtek—Stronghold of the Marathas. Train to Nagpur, 520 miles; thence by branch line to Kamptee, 9 miles; and by bullock tonga (Rs. 8 return) to Ramtek, 16 miles, where there is a dak bungalow in superb situation, overlooking a wide stretch of country. Proper season for a visit is the rainy weather, July or early August, or the cold season at any time. The traveller will do well to take English bread with him from Kamptee. The scenery like Matheran.

Rannigunge—By G. I. P. and E. I. Rys. (1,289 miles) 99-12 0 55

Rannigunge has a large European population, chiefly Engineers and others employed in the Collieries and the Railway. The coal mines afford employment to over 5,000 men and women. Over 600,000 tons of coals are raised annually, which are sold in Calcutta at about Rs. 10 per ton.

Rannikhet—Military station, 30 miles from Naini Tal; one British Regiment. Dak bungalow half way on road and at Rannikhet. Lovely view of the snows on the road as well as from Rannikhet. Dandies obtainable from dak bungalow at Naini Tal for the journey to Rannikhet or Almorah.

From BOMBAY to—	Approx. Fares.	Approx. Time.	
	Rs.	d.	h.
Rawalpindi—By G. I. P. Ry.	127-3	4	12
By B. B. & C. I. Ry.	82-0	2	12
Or *via* Itarsi, I. M. Ry., E. I. Ry., and N. W. Ry., 1,478 miles	96-8	...	

Passengers by this route can avail themselves of the through carriages which run daily between Bombay and Lahore. The present town is of modern origin, and contains upwards of 7,000 houses, and a number of streets in which bankers and cloth merchants live ; population, 20,000. The cantonments have accommodation for English and native troops. The barracks for 2,500 European soldiers ; ordinary garrison consists of two European and two Native Infantry Regiments, one Regiment of Native Cavalry and two Batteries of Artillery. 174 miles from Lahore, and the Murree Hill Station is reached from here, also Kashmir by the Jhelum Valley. Refreshment rooms. Dak bungalow and hotels.

Rawalpindi Junction—995 miles, or 61 hours from Kurrachee ; fares from Kurrachee Rs. 62-6-0, Rs. 41-12-0, and Rs. 13-1-0. Refreshment and waiting-rooms. This is the junction station for the Kohat Branch now open as far as Khusalgarh. Rawalpindi is also the station for Murree Sanitarium, 7,000 feet above sea level, distant 38 miles by tonga. Road for carts. A hill cart runs during the summer months. Dak bungalows at Barakow and Tret.

Roorki—About 20 miles from the Saharanpur station (q. v.) on O. & R. Ry. Dak bungalow, and P. W. D. workshops. Population, 11,000 ..... 64-8 ...

Roza—Nizam's Moglai village, about 16 miles from Aurungabad (see Ellora), and 44 miles from Challisgaon. Wild ducks and small game plentiful. To see all the caves in one day it would be well to go down the Ghaut in the morning and put up in Kylas Cave for the day. An *oorus* (a fair) is held here annually on the 7th February, at which thousands of persons assemble. One bungalow is available on application to the Station Staff Officer, and "Paradise Lodge" from the Soobah in the city of Aurungabad. Kunhur is 24 miles distant. Tongas or bullock nibs from Nusserwanjee and Sons, the mail agents, the former at Rs 25 per trip. Other conveyances at Nandgaom. Mausoleums of the Saints Muntajibuddin Zar Zari Baksh and Burhanunadin Ghuriban Nawaz will repay a visit. Stone chains, hewn out of solid rock, are suspended in one of the tombs.

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Rutlam—*Vi.* Khundwa and R. M. Ry; contains a railway station, dak bungalow and other furnished buildings for the accommodation of European visitors. The Maharaja lives in a handsome though ancient structure which serves for a Palace and Secretariat. There is a small waterfall near Rutlam and a fine lake.	61-6	...
Saharanpur—(Punjab) N. W. Ry. (1,002 miles from Bombay) *via* Ahmedabad, Ajmere nearest station to Jeypore and Delhi. The latter is 108 miles from Saharanpur; fares from Delhi Rs. 7 and Rs. 3-8. From Umballa Cantonment, 50 miles; fares, Rs. 3 and Rs. 2. Refreshment rooms. From Bombay *via* Jubalpur, Allahabad, Cawnpore and Delhi, 1,334 miles; fares, Rs. 101-5 and Rs. 57-11 in three days. Also the junction of the new line of the O. & R. Ry. to Cawnpore and Benares *via* Lucknow	62-10	2 14
Or *via* Itarsi, the I. M. Ry., E. I. Ry., and N. W. Ry's. 1,067 miles. Passengers by this route can avail themselves of the through carriages which run daily between Bombay and Lahore	71-14	...
Sambalpur—From Bilaspur, B. N. Ry. station (q.v.) to Sambalpur. Bungalows with a messman at Toomgaon, Sakra, &c., on the road at 30 to 40 miles' interval, which can be daked easily during the night. At Toomgaon tigers, bears, &c. At Petrod, some 20 miles on, buffalo abound, as well as sambur, spotted deer, &c.; excellent shooting as far as and at Sambalpur itself. From Sambalpur there are two roads to Cuttack; one *via* Ongole, and the other *via* Sonepur and Kuntalloo, from which place there are bungalows nearly every ten miles. Another road branches off at Kuntalloo *via* Khoorda, where visit the Black Pagoda, to Berhampore. Country track from Sambalpur to Dorundah, which is on the road to Calcutta. On the Berhampore road the Chilka Lake is met with, and crossed by boat to Burcool and Khumbah. Shooting parties come here from Calcutta and Berhampore during the Christmas holidays.		
Satara—By G. I. P. Ry. to Poona, thence by S. M. Ry. to Satara Road Station (77½ miles), which is 10 miles from Satara. Travellers' bungalow	12-5	6 2½
Saugor—Terminus of the I. M. Ry. Proceed to "Bina" junction (q. v) 143 miles from Itarsi and by branch line 43 miles in about three hours; "Bina" is 145 miles from Jhansi and is better known as "Etawah" (*vide* Railway Map). C. P. Headquarters of the Saugor Division of the P. W. Department Revenue Survey, Forest and Salt Departments. Large city on the bank of a tank, consisting mostly of temples, and is thickly populated by the native community. Dak bungalow. The I.-M. R branch is now completed to (Etawah) "Bina" on the Jhansi-Bhopal Section, a distance of 46 miles. This is the station of the Central Provinces Military Forces and contains both European and native troops. Climate cool during winter and excessively hot in summer	34-10	...

From BOMBAY to—	Approx. Fares.	Approx. Time.
Secunderabad—Nizam's State Ry. 121 miles long to Wadi. Fares, Rs. 11-6 and Rs. 3-13. 497 miles distance from Bombay. Through train to Wadi, then change carriages. Secunderabad is a large military station garrisoned by a portion of the Madras Army, which comprises about 6,120 troops located in the several parts of the extensive command called the Hyderabad Subsidiary Force since 1798. Trimulgherry is the European Military Station, and is about two miles distant north. The native troops garrison Secunderabad. Since the opening of the railway, this station is growing into importance: 1,850 feet above the level of the sea. Heat great in March, April, and May. Monsoon commences in June. All the civil offices are located in Bolarum, except the Executive Engineer's and Examiner's, P. W. D., and State Ry. offices. There is a hotel here close to the station. The coin used is the Halli Sicca Rupees, and are paid to troops at Rs. 116-14-6 per 100 Government Rupees fixed rate; the bazaar rates fluctuates from 12 to 17 per cent. Copper change are irregular in shape and varies from 66 to 82 dubs per H. S. Rupees. A Volunteer Corps was raised in 1882. One race-course is at Burra Mont Ali, 2 miles from Bolarum, and another at Bowenpilli, while the grand course (Nizam's) is at Mulkapet	Rs. 34-14	d. 1	h. 3¾
Sehore—Cantonment of the Bhopal Battalion. District around is a splendid grain country. The Midland Ry. Company project a line through the station from Bhopal to Ujjain. Rail to Bhopal where a tonga may be hired to Sehore, 23 miles. Dak bungalow.			
Seram—Nizam's State Ry., 97 miles from Secunderabad. Fares, Rs. 92 and Rs. 3-1, and 24 miles from Wadi junction with the G. I. P. Ry. Fares, Rs. 2-4 and Rs. 0-12. An historical town situated on the bank of the river Seram—an old palace and other ruin buildings, and a Fort worth seeing. A granite pillar-monolith, about 48 feet, stands on a raised platform. This town is said to be constructed on 3,000 wells, 3,000 Hindu Temples, and 3,000 houses, all of which are said to be under-ground. There is a subterranean passage which requires exploring to unearth the supposed treasure which abounds in the vault..... ...	25-12	0	18¼
Seringapatam—Mysore State Ry. from Bangalore and Madras. The Deria Dowlut Gardens, the Tombs of Hyder Ali and Tippoo—the Mysore tiger, the great Pagoda, and the Dewan's bridge over the Cauvery should be seen 77 miles from Bangalore City; fares Rs. 4-14 and Rs. 2-7. Mysore (q. v.) is 9 miles further (*vide* Bangalore).			

From BOMBAY to—	Approx. Fares.	Approx. Time.
Shahabad—Nizam's Dominions, 370th mileage, G. I. P. R. Rest camp for H. M.'s British troops. Refreshment room. Lime-stone quarrying is carried on extensively, and the stone is chiefly used for flooring, which invariably runs in layers from three to six inches thick..	Rs. 23-2	d. h. 0 16½
Shapura—G. I. P. Ry. About February an annual Hindoo fair is held at Shewnath ; country carts being available	37-5	1 ¾
Sheagaon—Large populous native town (11,079 inhabitants), West Berar, 340 miles from Bombay. Nagpur Branch G. I. P. Ry. Refreshment and waiting rooms ; dak bungalow. Metalled bridged road to Khangaon 10½ miles. Country flat ; black cotton soil. Small game. Two cotton presses (Mofussil and Ralli Brothers). There is a made-road to Akote Cotton Mart 36 miles, to Andaira 14 miles, to Palsool 14 miles, and to Akote 8 miles. Narnalla (q v.) 14 miles further.	21-4	0 12¾
Shillong—Hill station and seat of Government for Assam. Plateau 4,800 feet above sea level, splendid climate. Dak bungalow.		
Sholapur—283rd mileage. Headquarters of the Collectorate, and till recently a military station. Refreshment room at the station. Dak bungalow and other district offices. The old fort is falling fast into ruins. Weaving is carried on here to a large extent. The Ekruk lake is about seven miles in circumference, from which irrigation is carried out. Tongas and other vehicles are to be had. This was once an important town. Bijapur is about 58 miles distant. Shikar can be obtained at a distance. The station is 1,589·56 feet above sea level.....	17-11	0 12¼
Sibi—N. W. Ry, 1,725 miles from Bombay by rail. Being a junction, the place is growing in importance daily.....	107-13	...
Sidhpur—By B. B. & C. I. Ry. to Ahmedabad, thence by Rajputana State Ry. It is an ancient place on the banks of the Sarasvati River. It was the Windsor of the Chalukya Kings of Guzerat from the 10th to the 13th century, and still contains some fragments of the splendid Rudra Mala completed by Siddha Raja in A. D. 1145. A short stage to the west of Sidhpur is Pattar, the old capital of the Chalukyas, and still a large walled town..... ...	24-6	0 16
Simla—Chief sanitarium and summer capital of British India. Mean elevation above sea-level 7,084 feet. Distant from Umballa 98 miles. Lord Amherst was the first Governor-General who spent a summer at Simla, 1827. At first only a small staff of officials accompanied the Governor General to India, but since the administration of Lord Lawrence (1864), Simla has been the summer capital of the Government of India, with its Secretariat and headquarters establishments. The station has English banks, numerous		

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Simla—*contd.* shops, hotels, and a club. Railway to Umballa, 1,371 miles, 68 hours, 18 miles Rs. 104-5. Or new route by B. B. and C. I. and Rajputana State Ry. to Ahmedabad and Delhi, thence by the North Western Ry. to Umballa, 1,051 miles ..... Also *via* I. M. Ry. to Umballa; distance 1,168 miles; fares Rs. 74-0 and Rs. 37-0. From Umballa to Kalka (40 miles) by the Delhi Umballa Kalka Ry., thence by tonga to Simla. The fare by ordinary is Rs. 8 for each passenger in either direction.	65-12	2 7
Singapore—By P. & O. Co.'s steamers, twice a month....	300	15 0
By A. H. Lloyd's steamers on the 8th of each month	250	13 0
Singarenni—(Nizam's). Proceed to Dornakul junction (q. v.), and then 9 miles further the coal mines are reached; fares Re. 0-15-0 and Re. 0-8-0	48-15	1 14
Sinhgarh—A small hill sanitarium occupied by residents from Poona during the hot season. From Poona carriage road to foot of hill, 14 miles, passing by the new Kurrukwasla Dam across the Moota River, which is 10 miles distant from Poona. The ascent of the hill is made on chairs carried by coolies	27	...
Sirdarpore—Cantonment of Malwa Bheel Corps. Rail to Mhow thence mail tonga to Dhar, 36 miles; thence pony tonga to Sirdarpore. Dak bungalow at Dhar.		
Sirur—Military Station; head-quarters of the 4th Cavalry (Poona Horse). The Native town and the Cantonment the right bank of the Gor river from which the town takes its name, "Goruaddee." To Sirur from Poona by metalled road (42 miles) by phaeton or tonga. Mail tonga proprietor, Mahomed Ranjan Khan, at Poona and Sirur. Special tonga, Rs. 10. Phaetons can be hired from any of the dawk carriage proprietors in Poona.		
Sohagpur.—G. I. P. Ry. Central Provinces, 494 miles from Bombay, and 122 miles from Jabalpur. Large refreshment room. A town of commercial importance. Serai, Post Office, Rest-camp for troops, and Society of Friend's Mission. Large and small game.....	30-14	0 20½
Surat—By B. B. and C. I. Ry., 167 miles.....	10-7	0 7½
The Old Dutch and the English Tombs, the Clock Tower, the Fort, and the new Hospital, are worth visiting. Bungalow. Waiting and refreshment rooms and sleeping accommodation. Conveyances at the station. About 3 miles from Surat the river Taptee is crossed by an iron bridge about 1,900 feet long. The population of Surat as late as 1797 was estimated at 800,000, but as Bombay rose Surat declined, until in 1841 it had only 80,000 inhabitants. From 1847 its prosperity gradually increased and in 1872 the population numbered 107,000. The opening of the Railway to Bombay has greatly reduced the exports and imports of Surat by sea. The city is connected with the villages on the opposite bank of theTaptee by the "Hope" Bridge.		

From BOMBAY to—	Approx. Fares.	Approx. Time.
Sutna—E. I. Ry., 734 miles from Bombay; and from Jubbulpore, 118 miles; fares, Rs. 11-1 and Rs. 5-8-6. The only refreshment room here between Allahabad and Jubbulpore. A good many railway officials reside here, it being a "changing station" for the engines. To the Diamond mines of Punna (q. v) by a good road. Country carts and ponies available.	Rs. d. 49-9	h. ...
Tadputri—227 miles from Madras, fares Rs. 21 and Rs. 8, and 123 miles from Raichore. In 1874 there was great loss of life on account of a railway bridge collapsing. This is the nearest station to Anantapur, which is 32 miles hence, while *en route* the splendid tank, Singanamulla, covering an area of about eight square miles, can be seen. At Tadputri, two temples (Vishnu and Shiva) are of considerable interest for their architectural merit. The latter is on the bank of the Penair and is in danger.	35-7	1 1½
Tanjore—M. Ry. to Erode, thence S. I. Ry. to Trichinopoly, thence to Tanjore. Dak bungalow. The Palace of the Raja, the two forts, and the great pagoda, the finest of its class (pyramidical), are worth seeing, as also the gigantic sacred bull sculptured out of one solid rock. On the left side of the pyramidical temple built A. D. 1,000 is a figure carved, representing a European with a wide-awake hat on his head. This sculpture was photographed specially for H. R. H. the Prince of Wales when he visited Tanjore	60-14	...
Tanna—By G. I. P. Ry., 21 miles. There is a waiting room at the station. Travellers' bungalow. The jail building in which carpets, drills, and other kinds of cloth are made, is an old Portuguese fort. Conveyances at the railway station.	1-5	...
Tansa Water Works—About 7 miles from the G. I. P. Ry. station at Atgaum (q. v.). This scheme is for supplying Bombay and its suburbs with water.		
Titwalla—G. I. P. Ry. A Hindoo fair is held annually; and the Manda Fair is also held about February. Large game is obtainable in the neighbourhood	2-8	0 1½
Tirupati or Thripaty—Madras Railway, is 83 miles from Madras; fares Rs. 8 and Rs. 3. From Raichore, 266 miles; fares Rs. 25 and Rs. 10. This is the celebrated Hindu shrine of Southern India. Upper Tirupati is 2,800 feet, and Lower Tirupati 350 feet above sea level. The latter is about four miles from the former. In January the thermometer average 68° and 76° at Upper and Lower Hills respectively. The places need sanitation. There are many sights worth seeing, but permission of the Mahunt is required to see the thousand-pillared Montapam and the Swami Pushkarina Tank.		
Toongar—By B. B. and C. I. Ry. to Bassein Road (32 miles, Rs. 2-2). Thence up the hill by palanquin or tattoo (9¼ miles). The Hill is 2,300 feet above the sea. There is an hotel in the upper storey of the Dhurrumsala at Bassein, and another on the Hill.		

From BOMBAY to—	Approx. Fares.	Approx. Time.
	Rs.	d. h.
Trichinopoly—M. Ry. to Erode, thence by S. I. Ry. The "Rock of Trichinopoly" is nearly 500 feet high, and is ascended by steps. A splendid view is obtainable from the top. The pagodas on the isle of Shrirangam, 1½ miles from the town, are worth seeing, as well as the Anakat on the Kaveri, at the head of the island. Travellers' bungalow	63-0	...
Tundla or Toondla—Junction for the E. I. Ry., 855 miles from Bombay, *via* Itarsi and Jhansi	53-14	...
Passengers by mail trains need not change carriages at Itarsi, as one Composite carriage runs through between Bombay and Lahore Refreshment and waiting rooms. Change carriages for the I. M. Ry., B. B. and C. I., and Agra branch. Tundla is 827 miles from Howrah *via* the Chord line, and 263 miles from Allahabad. About 10¾ hours in train. Through trains to Bombay *via* Itarsi junction, G. I. P., and I. M. Rys.		
Ulwar—By B. B. and C. I. Ry. and R. M. Ry. This native State is well worth seeing, its proximity to Jeypore rendering a visit easy. The city palace, the fortress, and the Maharaja's stud farm, where hundreds of horses of all kinds can be seen, are worth notice. Dak bungalow	52-6	...
Ummaria—Bengal-Nagpur Ry., 710 miles from Bombay, *via* Katni E. I. Ry. (q. v.), or 37 miles from the latter station. Extensive coal-fields. The E. I. Ry. and I. M. Ry. get their fuel from this station	47-6	...
Umballa—The City of Umballa is a large walled town 28 miles from Sirhind, with a population of 26,000. Large Cantonments in its vicinity. Waiting rooms. Near the town are the Civil Offices and Treasury. The Police Lines and the residences of the Civil Staff, a Town Hall and Central Jail, a Hospital and Charitable Dispensary, a Government School, a Wards' Institute, and American Presbyterian Mission School and Chapel and a Leper Asylum. The Cantonment of Umballa is 1,008 miles or 61 hours from Kurrachee; fares, Rs. 63-8, Rs. 42-8, and Rs. 13-4. From Umballa to Kalka (40 miles) by the Delhi Umballa Kalka Ry.; fares, Rs. 7-8 and Rs. 3-12; Simla, 98 miles; 1,107 miles from Bombay. Fares, Rs. 74-0 and Rs. 37-0 *via* the I. M. Ry.; servant's fare, Rs. 12-4. Passengers by this route can avail themselves of the through carriages which run daily between Bombay and Lahore. From Bombay to Umballa Cantonment 1,051 miles, *via* Ahmedabad and Delhi	66-12	2 ½
Urcha—(N. W. P.) I. M. R., 7 miles from Jhansi, and about a mile from the Betwa Bridge. The line runs through 16 miles of this native State An annual fair (*mela*) takes place at the end of July. There are some old buildings worth seeing.		
Verawal—By B. B. & C. I. Ry. to Wadhwan, 390 miles; thence by B. G. J. P. Ry. to Verawal *via* Dhola and Jetalsar junction, 219 miles.		

From BOMBAY to—	Approx. Fares. Rs.	Approx. Time. d. h.
Wadi—Junction of the G. I. P. Ry. with the Nizam's, 376th mileage from Bombay. From Secunderabad 121 miles (8 hours), the fares being Rs. 11-6 and Rs. 3-13. Refreshment room: *serai* close by. Large game. Change trains for Hyderabad. Refreshment room	23-8	0 16¾
Warora—(Wurda Coal State Railway). This is the terminus, length 45 miles from Wurda Nagpur branch. Chanda (C. P.) is about 36 miles distance. Game plentiful. Fares from Wurda, Rs. 4-4, Rs. 2-2, and annas 15. Woon is 12 miles from here	33-12	...
Wassind—50th mileage. G. I. P. R. line, where the ascent to the Thull Ghaut begins. The mountain peaks called Maholi, seen from the station, are accessible. Creek close to the station, navigable by small boats to Bombay.....	3-2	0 1¾
Woon or Wun—Is 67 miles from Yeotmahl. A new road has been recently constructed with five Inspection or P. W. D. bungalows. Jhodmor 13 miles, Runji 17 miles, Kananji 14 miles, Malegaon 13 miles, and to Wun 10 miles. A fairly large native town. Game can be had at a short distance. The short route is by train to Warora.		
Wurda—Nagpur Branch, G. I. P. R., 472 miles. Junction of the Coal Field State Railway to Warora 45 miles long, change carriages, Rs. 4-4-0 and Rs. 2-2-0. Waiting and refreshment rooms, dak bungalow, and Deputy Commissioner, C. P., headquarters. Good shooting. River Wurda is crossed by an iron girder bridge, the best on this line. A Church, Post Office, School, and a Hospital are within easy distances from the railway station. The Pulgaon station, 453rd mileage, separates the Berars from the Central Provinces	29-8	0 19½
Wurungul—Nizam's State Ry; 94 miles from Hyderabad. This place is noted for carpets. Fares Rs. 9-11 and Rs. 2-14. This is the Capital of "Telingana," founded in A. D. 400. (See Kazipett.)	43-0	1 11¼
Wynaad—South Wynaad is now the most important part of the district. Reached by the Tambercherry Ghat from Calicut by bullock coach. The distances are Calicut to Pudulpadi Hotel near the foot of the Ghat 26 miles, thence 11 miles to the edge of the plateau and Pukote (a residential club and central station for large game which abounds in the neighbourhood), then 2 miles on to Vithry, a post and telegraph station and the market town, and a drivable road along the border of the Western Ghats in a temperate climate with Government Rest Houses occasionally, through the gold-fields at Pundalur and Devala to Ootacamund *via* the Gadalur Ghat. Distance from Vithry about 60 miles. The Wynaad is feverish for portions of the year, and special arrangements have to be made for means of travelling between Pukote and Ootacamund. The principal place in North Wynaad is Manontoddy, 30 miles by road from Pukote, and 50 miles from the port of Tellicherry by the Peria Ghat.		

From BOMBAY to—	Approx. Fares.	Approx. Time.
Yeotmahl—Woon District 3,907 square miles, and headquarters (South Berar). 392,102 souls according to the census of 1881. Proceed to Damergaon, 441st mileage ; (fares, Rs. 27-9 and Rs. 13-13). There is a dak bungalow at Damergaon on the Nagpur branch, G. I. P. Ry. and thence by stages, 30 miles. A P. W. D. Bungalow midway. It has all the District offices and is the headquarters of the South Berar Division, P. W. D., since April 1880. Large and small game plentiful. Tigers plentiful. Wun is 67 miles from this Civil station.	Rs.	d. h.

TONGA DAKS.

The following are the Tonga Daks kept up by the Post Office Department. Contractors are authorized to carry passengers on terms which can be learnt on application to them.

NOTE.—Ponies travel at the average rate of 6 miles per hour.

Lines.	Hours in Transit	Contractors.
Munmar to Mallegaon, 24 miles	4	Agents, Mallegaon.
Ujjain to Agar	.....	,, Agar.
Mhow to Dhar	.....	,, Mhow.
Chittoor to Oodeypore... ...	.....	,, Chittoor.
Piperia to Panchmari, C. P., 18 miles	3½	,, Piparia.
Dhulia to Rajcote (Kattywar) 43 miles	7½	,, Rajcote.
Mandavi to Bhuj	.....	,, Mandavi.
Chalisgaum G. I. P. R. and Dhulia, 34 miles	6½	Fukroodin, son of Shaek Abdoolla Mya.
Barsi Road and Barsi Town ...	.....	Ramling Sedmull Zapkay.
Do. and Pundhurpur, 32 miles	6	Do.
Kedgaon G. I. P. R. and Sirur, 26 miles	5	Dufferdar Mahomed Ramzan Khan.
Nandgaon to Aurungabad, 56 miles (Deccan)	9½	Nusserwanjee and Sons.
Aurungabad to Jalna, 39 miles	6½	Do.
Akola to Basim, Berar, 50 miles	10	Pestonjee & Co.
Basim to Hingolee (Berar), 30 miles	5	Do.
Mulkapur to Buldana, 28 miles and *vice versa*	5	Do.
Oomraoti to Ellichpore, 30 miles	5	Do.
Vingorla to Belgaum	13	Muncherjee & Co.
Wather to Mahableshwar and Punchgani, 40 miles	5½	Do.
Nowgong (Bundelkund) to Hurpalpur I. M. R. (N.W. P.), 16 miles and *vice versa* ...	3	The Agent at Nowgong.

Akola.

THE SIZES OF GAUGE OF ALL THE RAILWAYS IN INDIA.

RAILWAYS.	SIZE OF GAUGE.
	Ft. In.
BENGAL NAGPUR RAILWAY	5—6
BENGAL AND NORTH WESTERN RAILWAY	3—3 3/8
TIRHOOT STATE RAILWAY	3—3 3/8
BHAVNAGAR GONDAL JUNAGAD PORBANDAR RAILWAY	3—3 3/8
BOMBAY, BARODA AND CENTRAL INDIA RAILWAY	5—6
CAWNPORE ACHNERA STATE RAILWAY	3—3 3/8
HIS HIGHNESS THE GAEKWAR'S MEHSANA RAILWAY	3—3 3/8
HIS HIGHNESS THE GAEKWAR'S DABHOE RAILWAY	2—6
HIS HIGHNESS THE GAEKWAR'S PETLAD RAILWAY	5—6
HOLKAR STATE RAILWAY	3—3 3/8
PATRI RAILWAY	5—6
RAJPUTANA MALWA RAILWAY	3—3 3/8
REWARI FEROZEPORE STATE RAILWAY	3—3 3/8
SINDIA NEEMUCH STATE RAILWAY	3—3 3/8
BURMAH STATE RAILWAY	3—3 3/8
DARJEELING HIMALAYAN RAILWAY	2—0
EAST INDIAN RAILWAY	5—6
DEOGHUR RAILWAY	3—3 3/8
DELHI UMBALLA KALKA RAILWAY	5—6
DILDARNAGAR GHAZIPUR RAILWAY	5—6
PATNA GYA STATE RAILWAY	5—6
TARAKESHWAR RAILWAY	5—6
EASTERN BENGAL STATE RAILWAY	5—6
NORTHERN BENGAL STATE RAILWAY	5—6
GREAT INDIAN PENINSULA RAILWAY	5—6
AMRAOTI STATE RAILWAY	5—6
DHOND AND MANMAR STATE RAILWAY	5—6
KHAMGAON STATE RAILWAY	5-6
HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAY	5—6
INDIAN MIDLAND RAILWAY	5—6
BHOPAL STATE RAILWAY	5—6
JAMMU AND KASHMIR RAILWAY	5—6
MADRAS RAILWAY	5—6
MORVI STATE RAILWAY	2—6
NALHATI STATE RAILWAY	5—6
NORTH WESTERN RAILWAY	5—6
AMRITSAR PATHANKOT RAILWAY	5—6
JODHPORE RAILWAY	3—3 3/8
PATIALA RAILWAY	5—6
SIND PISHIN STATE RAILWAY	5-6
OUDH AND ROHILKHAND RAILWAY	5-6
LUCKNOW SITAPUR PROVINCIAL STATE RAILWAY	3—3 3/8
PONDICHERRY RAILWAY	3—3 3/8
ROHILKHAND AND KUMAON RAILWAY	3—3 3/8
BAREILLY PILIBHEET RAILWAY	3—3 3/8
SOUTHERN MAHRATTA RAILWAY	3—3 3/8
BELLARY KISTNA STATE RAILWAY	3—3 3/8
MYSORE STATE RAILWAY	3—3 3/8
SOUTH INDIAN RAILWAY	3—3 3/8
WARDHA COAL STATE RAILWAY	5—6
WEST OF INDIA PORTUGUESE RAILWAY	3 3 3/8

THROUGH TRAINS from BOMBAY to ALLAHABAD and CALCUTTA.

MADRAS Time is kept at all Stations.

Distance from Bombay	STATIONS.		MAIL.	Duration of Stoppage for Refreshments	FARES FROM BOMBAY.		
					1st Class.	2nd Class.	3rd Cl. by M& I
Miles.	G. I. P. Ry.		P. M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
...	Victoria Terminus, Bombay	d	10 30		...	...	...
3	Byculla	d	10 43		0 3 0	0 1 6	0 0 9
34	Kalyan*	a	11 45		2 2 0	1 1 0	0 9 0
..	Do.	d	11 50		...	...	...
162	Munmar*	a	A.M. 5 45	20 minutes.	10 2 0	5 1 0	2 9 0
...	Do.	d	6 15		...	...	...
276	Bhusawal*	a	9 40	25 minutes.	17 4 0	8 10 0	4 5 0
...	Do.	d	10 5		...	...	..
353	Khandwa* †	a	A.M. 12 39	12 minutes.	22 1 0	11 1 0	5 8 0
...	Do.	d	P.M. 12 51		...	...	...
464	Itarsi * §...	a	5 10	25 minutes.	29 0 0	14 8 0	7 4 0
	Do.	d	5 35		...	...	..
616	Jabalpur*	a	11 35		38 8 0	19 4 0	9 10 0
	E. I. Ry.		A. M.				
...	Jabalpur	d	12 10		...	...	...
673	Kutni ‖ ‖...	a	2 39		43 14 0	21 15 0	10 15 0
	B. N. Ry.		P. M.				
...	Kutni	d	4 50		...	...	...
...	Bilaspur	a	7A 20		...	...	..
...	Kutni	d	A.M. 2 45		...	...	..
734	Sutna	a	5 20		...	...	...
783	Manikpur ‡	a	7 15	10 minutes.	54 3 0	27 1 0	13 9 0
	I. M. Ry.		P. M.				
...	Manikpur	d	8 0		...	...	..
821	Banda...	a	12A 0		58 2 0	29 1 0	12 11 0
...	Manikpur	d	A.M. 7 25		...	...	..
844	Allahabad ‖	a	9 50	50 minutes.	59 14 0	29 15 0	15 0 0
...	Do.	d	10 40		...	...	..
931	Mogul Serai	a	1 45	15 minutes.	68 1 0	34 0 0	17 0 0
...	Do.	d	P.M. 2 0		...	...	...
...	Dinapore	d	6 0		...	...	...
1062	Bankipore	a	6 11		80 5 0	40 3 0	20 1 0
	Patna & G. S. Ry.		P. M.				
...	Bankipore	d	7 20		...	...	...
1109	Gya	a	10 17		85 11 0	42 13 0	21 7 0
...	Bankipore	d	P.M. 6 16		...	...	..
1118	Mokameh	a	8 1	30 minutes.	85 9 0	42 13 0	21 6 0
...	Do.	d	8 31		...	..	..
1334	Burdwan*	a	A.M. 3 38	7 minutes.	105 13 0	52 15 0	26 7 0
...	Do.	d	3 45		...	...	..
1400	Howrah (*Calcutta*).	a	5 45		112 0 0	56 0 0	28 0 0

* Refreshment Rooms.
§ Junction for Indian Midland Ry.
‡ Junction for B. N. and I. M. Railways.
† Junction for R. M. Ry.
‖ ‖ Junction for Bengal Nagpur Ry.
‖ Junction for Delhi, E. I. Ry.

THROUGH TRAINS from CALCUTTA to ALLAHABAD and BOMBAY.

MADRAS Time is kept at all Stations.

Distance from Bombay.	STATIONS.	MAIL.	Duration of Stoppage for Refreshments.	Fares to Bombay. 1st Class.	2nd Class.	3rd Cl. by M&I..
Miles.	E. I. Ry.	P. M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
1400	Howrah (*Calcutta*) a	8 57		112 0 0	56 0 0	28 0 0
1334	Burdwan* ... ... a	10 A.M. 47	8 minutes.	105 13 0	52 15 0	26 7 0
...	Do. ... ... d	10 55		...	...	...
1118	Mokameh* ... ... a	5 35	16 minutes.	85 9 0	42 13 0	21 6 0
...	Do. ... ... d	5 51		..	...	...
1062	Bankipore ... ... a	7 27		80 5 0	40 3 0	20 1 0
	P. & G. S. Ry.	A. M.				
1109	Gya ... . d	2 20		85 11 0	42 15 0	21 7 0
...	Bankipore ... ... a	5 15		...	...	..
...	Bankipore ... ... d	7 A.M. 32		...	...	...
931	Mogul Serai*... ... a	11 47	10 minutes.	68 1 0	34 0 0	17 0 0
...	Do. .. ... d	11 57		...	...	...
844	Allahabad *¶... ... a	3P. 2		59 14 0	29 15 0	15 0 0
...	Allahabad ... ... d	3 P.M. 45		...	...	...
783	Manikpur† ... ... a	6 28		54 3 0	27 1 0	13 9 0
	I. M. Ry.	A. M.				
846	Banda ... . d	12 35		58 2 0	29 1 0	12 11 0
...	Manikpur ... ... a	5 40		...	...	...
...	Manikpur ... ... d	6 P.M. 33		...	...	...
734	Sutna ... ... d	9 12		49 9 0	24 13 0	12 6 0
673	Kutni ‡ ... .. a	11 41		43 14 0	21 15 0	10 15 0
	B. N. Ry.	P. M.				
710	Bilaspur... ... ... d	7 47		...	..	...
...	Kutni ... ... a	12 45		...	...	...
...	Kutni ... ... d	11P.46		...	...	...
616	Jabalpur* .. .. a	2A. 5	35 minutes.	38 8 0	19 4 0	9 10 0
	G. I. P. Ry.	A. M.				
..	Jabalpur* ... ... d	2 40		...	...	...
464	Itarsi § ... ... a	8 25	20 minutes.	29 0 0	14 8 0	7 4 0
...	Do. ... ... d	8 45		...	...	...
353	Khandwa ‖ *... ... a	1 P.M. 15	15 minutes.	22 1 0	11 1 0	5 8 0
..	Do. ... ... d	1 30		...	...	...
276	Bhosawul * ... .. a	4 5	15 minutes.	17 4 0	8 10 0	4 5 0
...	Do. ... ... d	4 20		...	...	...
162	Munmar * ... .. a	8 35	35 minutes.	10 2 0	5 1 0	2 9 0
..	Do. ... .. d	9 10		..	..	..
34	Kalyan* ... ... a	4 A.M. 30	15 minutes	2 2 0	1 1 0	0 9 0
	Do. ... ... d	4 45		...	...	...
...	Byculla ... ... d	6 20		0 3 0	0 1 6	0 0 9
...	Victoria Terminus, Bombay ... ... a	6 30		...	...	...

* Refreshment Rooms.
† Junction for B.N.. and I. M. Rys.
§ Junction for Indian Midland Ry.
‡ Junction for Umaria, B. N. Ry.
¶ Junction for Delhi, E. I. Ry.
‖ Junction for R. M. Ry.

THROUGH TRAINS FROM BOMBAY TO AJMERE, DELHI, MEERUT, SAHARUNPUR, UMBALLA, LAHORE, RAWALPINDI, AND PESHAWAR.

MADRAS Time is kept at all Stations.

Distance from Bombay.	STATIONS.	MAIL.	Duration of Stoppage for Refreshments	Fares from Bombay. 1st Class	2nd Class.	Inter Class.
Miles.	B. B. & C. I. Ry.	P. M.		Rs. A. P.	Rs. A. P.	Rs. a. p.
...	Colaba .. .. d	9 30		...	...	...
2	Church Gate St. ... d	9 37		0 2 0	0 1 0	0 0 6
4	Grant Road ... ... d	10 5		0 4 0	0 2 0	0 1 0
248	Baroda* ... ... d	7 0 A.M.		15 8 0	7 12 0	3 14 0
310	Ahmedabad J. §* ... a	9 5	45 minutes.	19 6 0	9 11 0	4 13 0
	Do. ... .. d	9 50		...	...	...
615	Ajmere Jnc.* .. a	12 57	20 minutes.	43 3 0	22 6 0	8 0 0
	Khandwa Branch.	A. M.				
...	Ajmere ... ... d	4 10		...	...	...
1008	Khandwa*‡ ... ... a	10 15		73 15 0	38 12 0	12 1 0
...	Ajmere ... . d	1 17 A.M.		...	...	...
755	Bandikui Jnc.†* . d	7 49		52 5 0	26 3 0	9 7 0
838	Rewari Jnc.* ... .. a	11 29	18 minutes.	52 6 0	26 3 0	10 5 0
..	Do. ... ... d	11 47		...	..	...
864	Garhi Harsaru J.... a	12 56 P.M.		54 7 0	27 4 0	10 9 0
	Farukhnagar Branch.	P. M.				
872	Farukhnagar ... a	1 47		55 1 0	27 10 0	...
890	Delhi* ... ... a	2 5	40 minutes.	55 10 0	27 13 0	10 13 0
	N. W. Ry.	P. M.				
...	Delhi ... ... d	2 48		...	...	...
934	Meerut Cant.... ... d	5 21		58 6 0	29 3 0	11 8 0
1002	Saharunpur* ... ... a	7 54	26 minutes.	62 10 0	31 5 0	12 9 0
	O. & R. Ry.	P. M.				
...	Saharunpur ... ... d	11 30		...	...	...
1023	Roorkee ... ... d	12 3 A.M.		63 11 0	32 6 0	13 0 0
1034	Lhaksar Jn. ... ... a	1 5	20 minutes.	64 3 0	32 14 0	13 4 0
	Up Hurdwar Branch.	P. M.				
...	Lhaksar ... ... d	7 45		...	...	...
1050	Hurdwar... ... .. a	9 0		64 15 0	33 10 0	13 9 0
...	Lhaksar ... ... a	1 25 A.M.		...	...	...
1060	Najibabad ... ... a	3 0		65 6 0	34 1 0	13 13 0
	N. W. Ry.	P. M.				
..	Saharunpur ... ... d	8 19		...	...	...
1052	Umballa Cant.*¶ ... a	10 15	33 minutes.	65 12 0	32 14 0	13 6 0
	Do. ... .. d	10 48		...	...	...
1207	Amritsar ... ... d	5 44 A.M.		75 7 0	37 12 0	15 12 0
1239	Lahore* ... .. a	7 0	45 minutes.	77 7 0	38 12 0	16 4 0
...	Do. ... .. d	7 45		...	...	...
1301	Wazirabad Jnc.* a	10 44	20 minutes.	81 5 0	40 11 0	17 4 0
	Jammu Extension.	A. M.				
...	Wazirabad .. ... d	11 54		...	...	...
1352	Tawi [Jammu] ... a	4P. 45		84 8 0	42 4 0	18 1 0
...	Wazirabad ... .. d	11A. 4		...	...	...
1412	Rawalpindi*... ... a	7 24 P.M.	33 minutes.	88 4 0	44 2 0	19 0 0
..	Do. ... .. d	7 57		...	...	...
1517	Peshawar Cant ... a	5A. 0		94 13 0	47 7 0	20 10 0

* Refreshment Rooms. † Junction for Agra Branch. ‡ Junction for G. I. P. Ry. § Junction for Metre and Broad Gauge Lines. ¶ For Simla.

THROUGH TRAINS FROM PESHAWAR TO RAWALPINDI, LAHORE, UMBALLA, SAHARUNPUR, MEERUT, DELHI, AJMERE, AND BOMBAY.

MADRAS Time is kept at all Stations.

Distance to Bombay	STATIONS.	MAIL.	Duration of Stoppage for Refreshments	Fares to Bombay. 1st Class.	2nd Class.	Inter. Class.
Miles.	**N. W. Ry.**	P. M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
1516	Peshawar Cant. ... d	8 10		94 13 0	47 7 0	20 10 0
1412	Rawalpindi*.. ... a	3 A.M. 15	20 minutes	88 4 0	44 2 0	19 0 0
...	Do. ... d	3 A.M. 35		..	...	...
1341	Jhelum* ... . d	8 50		83 14 0	41 15 0	17 14 0
...	Wazirabad ... ... a	11 39	10 minutes.	.	...	
	Jammu Extension.	A. M.				
1352	Tawi [*Jammu*] ... d	7 10		84 8 0	42 4 0	18 1 0
.	Wazirabad .. ... a	10 34		...	...	...
1300	Wazirabad Jnc* ... d	11 P.M. 49		81 5 0	40 11 0	17 4 0
1238	Lahore* ... ... a	2 P.M. 50	50 minutes.	77 7 0	38 12 0	16 4 0
...	Do. ... ... d	3 40		...	...	...
1051	Umballa Cant.*† ... a	12 28	37 minutes.	65 12 0	32 14 0	13 6 0
...	Do. .. .. d	1 A.M. 5		...	...	...
..	Saharunpur ... .. a	3 7		..	...	...
	O. & R. Ry.	P. M.				
1060	Najibabad .. ... d	5 24		65 6 0	34 10 0	13 13 0
...	Lhaksar... ... ... a	6 8		...	...	...
	Hardwar Br.	P. M.				
1050	Hardwar .. ... d	11 45		64 15 0	33 10 0	15 9 0
..	Lhaksar ... ... a	1A 0		..	..	...
1034	Lhaksar Jnc. ... d	6 A.M. 15		64 3 0	32 14 0	13 4 0
..	Saharunpur ... ... a	7 A.M. 20		...	...	...
	N. W. Ry.	A. M.				
1001	Saharunpur*... .. d	3 32		62 10 0	31 5 0	12 9 0
933	Meerut Cant. .. d	6 26		58 6 0	29 3 0	11 8 0
..	Delhi ... . a	9 5		...		...
	B. B. & C. I. Ry.	A. M.				
890	Delhi* ... . d	11 35		55 10 0	27 13 0	10 13 0
	Farukhnagar Branch,	A, M,				
872	Farukhnagar ... a	1 47		55 1 0	27 10 0	..
864	Garhi Harsaru J... d	12 P.M. 57		54 7 0	27 4 0	10 9 0
833	Rewari Jnc.* .. a	2 P.M. 12	20 minutes.	52 6 0	26 3 0	10 5 0
..	Do. ... .. d	2 32		...	...	...
755	Bandikui Jn.*‡ ... d	7 24		52 5 0	26 3 0	9 7 0
..	Ajmere .. .. a	3A. 0	25 minutes.	...	...	...
	Khandwa Branch.	P. M.				
1008	Khandwa § ... ... d	4 30		73 15 0	38 12 0	12 1 0
615	Ajmere ... ... a	12A. 5		43 3 0	22 6 0	8 0 0
..	Ajmere Jnc*... ... d	3A.25		...	...	...
315	Ahmedabad J.‖ ... a	6 P.M. 30	1 hour.	19 6 0	9 11 0	4 13 0
...	Do. ... ... d	7 P.M. 30		...	..	...
248	Baroda* ... ... d	9 40		15 8 0	7 12 0	3 14 0
4	Grant Road .. .. d	6 A.M. 47		0 4 0	0 2 0	0 1 0
2	Church Gate St. ... d	7 5		0 2 0	0 1 0	0 0 6
..	Colaba ... ... a	7 10		...	...	...

* Refreshment Rooms. † For Simla. ‡ Junc. for Agra Branch.
§ Junc. for G. I. P. Ry. ‖ Junc. for Metre and Broad Gauge Lines.

THROUGH TRAINS FROM BOMBAY TO DELHI, LAHORE, MOOLTAN, QUETTA, AND KURRACHEE.

MADRAS Time is kept at all Stations.

Distance from Bombay.	STATIONS.	MAIL.	Duration of Stoppage for Refreshments	Fares from Bombay. 1st Class.	2nd Class.	Inter Class.
Miles.	B. B. & C. I. Ry.	P. M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
...	Colaba ..... d	9 30		...	..	..
2	Church Gate St... d	9 37		0 2 0	0 1 0	0 0 6
4	Grant Road ..... d	10 5		0 4 0	0 2 0	0 1 0
248	Baroda* ..... d	7 0 A.M.		15 8 0	7 12 0	3 14 0
310	Ahmedabad J.† .. a	9 5	50 minutes.	19 6 0	9 11 0	4 13 0
..	Do. .. d	9 50		...	...	..
615	Ajmere Jnc.* .... a	12 57	20 minutes.	43 3 0	22 6 0	8 0 0
	Khandwa Branch.	A. M.				
...	Ajmere ..... d	4 10		...	...	...
1003	Khandwa* ..... a	10 15		73 15 0	38 12 0	12 1 0
...	Ajmere*..... d	1 17 A.M.		...	...	...
755	Bandikui Jnc. ‡ .. d	7 49		52 5 0	26 3 0	9 7 0
838	Rewari Jnc.* ..... d	11 47		52 6 0	26 3 0	10 5 0
864	Garhi Harsaru J.. d	12P.56		54 7 0	27 4 0	10 9 0
	Farukhnagar Br.	A. M.				
872	Farukhnagar ..... a	11 18		55 10 0	27 10 0	...
890	Delhi*.. ..... a	2 5 P.M.	43 minutes.	55 10 0	27 13 0	10 13 0
	N. W. Ry.					
...	Delhi .. .. d	2 48		...	...	...
934	Meerut Cant. .... d	5 3		58 6 0	29 3 0	11 8 0
1002	Saharanpur* ..... d	8 19		62 10 0	31 5 0	12 9 0
1052	Umballa Cant § .. a	10 15		65 12 0	32 14 0	13 6 0
..	Do. .... d	10 48	33 minutes.	...	...	...
1239	Amritsar*..... d	5 44 A.M.		75 7 0	37 12 0	15 12 0
1239	Lahore* ..... a	7 0		77 7 0	38 12 0	16 4 0
...	Do. ..... d	7 30	30 minutes.	...	...	...
1265	Raewind ..... a	8 43		79 1 0	39 9 0	6 11 0
	Ferozepore Br.	A. M.				
...	Raewind ..... d	9 10		...	...	..
1298	Ferozepore C..... a	11 0		81 2 0	40 9 0	17 3 0
...	Raewind .... d	9A. 8		...	...	...
1342	Montgomery* .... d	12 59 P.M.		83 14 0	41 15 0	17 14 0
1447	Mooltan Cant.* .. a	6 7	30 minutes.	90 7 0	45 4 0	19 8 0
..	Do. .. d	6 37		...	...	...
1729	Sukkur* ..... d	9 28 A.M.		108 1 0	54 1 0	23 15 0
1744	Ruk Junc. * .. a	10 20	30 minutes.	109 0 0	54 8 0	24 3 0
	Sind-Pishin Ry.	P. M.				
..	Ruk .... d	10 50		...	...	...
1781	Jacobabad * .... d	1 18 A.M.		111 5 0	55 11 0	24 12 0
1877	Sibi * ..... d	7 10		117 5 0	58 11 0	26 4 0
2033	Quetta..... a	7P.26		131 15 0	66 0 0	..
..	Ruk ..... d	10A.50		...	...	...
1808	Radhan * ..... d	2 43 P.M.		113 0 0	56 8 0	25 3 0
1956	Kotri * ..... a	11 53	30 minutes.	122 4 0	61 2 0	27 8 0
...	Do. ..... d	12 23		...	...	...
2058	Kurrachee City... a	7A. 0		128 10 0	64 5 0	29 1 0

* Refreshment Rooms. † Junction for Metre and Broad Gauge Lines.
‡ Junction for Agra Branch. § For Simla.

THROUGH TRAINS FROM KURRACHEE TO QUETTA, MOOLTAN, LAHORE, DELHI, AND BOMBAY.

MADRAS Time is kept at all Stations.

Distance to Bombay.	STATIONS.		MAIL.	Duration of Stoppage for Refreshments	Fares to Bombay. 1st Class.	2nd Class.	Inter. Class.
Miles	N. W. Ry.		P. M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
2058	Kurrachee City	d	11 0		128 10 0	64 5 0	29 1 0
1956	Kotri*	a	3 22 A.M.	20 minutes.	122 4 0	61 2 0	27 8 0
...	Do.	d	3 42 A.M.		...	...	...
1808	Radhan*	d	10 19		113 0 0	56 8 0	25 3 0
...	Ruk*	a	12 P.58	20 minutes.	...	...	...
	Sind-Pishin Ry.		A. M.				
2033	Quetta*	d	8 25		131 15 0	66 0 0	...
1877	Sibi*	d	8 P.30		117 5 0	58 11 0	26 4 0
1781	Jacobabad*	d	2 A.M.56		111 5 0	55 4 0	24 12 0
...	Ruk*	a	5 A.55		..	...	
1744	Ruk Junction*	d	1 P.M.18		109 0 0	54 8 0	24 3 0
1729	Sukkur*	d	2 P.M.18		108 1 0	54 1 0	23 15 0
1447	Mooltan Cant.*	a	4 P.M.39	22 minutes.	99 7 0	45 4 0	19 8 0
...	Do.	d	5 A.M. 1		...	...	...
1342	Montgomery*	d	10 A.M.23		83 14 0	41 15 0	17 14 0
1265	Raewind	d	1 58		79 1 0	39 9 0	16 11 0
	Ferozepore Branch.		A. M.				
1298	Ferozepore Cant	d	11 44		81 2 0	40 9 0	17 3 0
...	Raewind	a	1 P.33		...	...	...
1239	Lahore*	a	3 P.M.10	30 minutes.	77 7 0	38 12 0	16 4 0
...	Do.	d	3 P.M.40		...	...	...
1239	Amritsar*	d	5 P.M.29		75 7 0	37 12 0	15 12 0
1052	Umballa Cant.*	a	12 P.M.28	37 minutes.	65 12 0	32 14 0	13 6 0
...	Do.	d	1 A.M. 5		...	...	...
1002	Saharanpur*	d	3 A.M.22		62 10 0	31 5 0	12 9 0
934	Meerut Cant.	d	6 P.M.26		58 6 0	29 3 0	11 8 0
890	Delhi	a	9 P.M. 5		55 10 0	27 13 0	10 13 0
	B. B. & C. I. Ry.		A. M.				
872	Delhi*	d	11 35		...	...	...
	Farukhnagar Branch.		A. M.				
...	Farukhnagar	d	11 18		55 1 0	27 10 0	...
864	Garhi Harsaru Jn.	d	12 P.M.57		54 7 0	27 4 0	10 9 0
838	Rewari Junction*	d	2 P.M.32		52 6 0	26 3 0	10 5 0
755	Bandikui Junct...	d	7 P.M.24		52 5 0	23 3 0	9 7 0
699	Jeypore*	d	10 A.M.44		49 12 0	25 14 0	8 14 0
...	Ajmere	a	3 A.M. 0	25 minutes.	...	...	...
	Khandwa Branch.		P. M.				
1008	Khandwa*	d	4 30		73 15 0	38 12 0	12 1 0
...	Ajmere	a	12 A. 5		...	...	...
615	Ajmere Junc.	d	3 A.25		43 3 0	22 6 0	8 0 0
310	Ahmedabad Jn.‡	a	6 P.M.30	1 hour.	19 6 0	9 11 0	4 13 0
...	Do.	d	7 P.M.30		...	...	...
248	Baroda*	d	9 40		14 5 0	7 2 6	3 9 0
4	Grant Road	d	6 A.M.47		0 4 0	0 2 0	0 1 0
2	Church Gate St.	d	7 A.M. 5		0 2 0	0 1 0	0 0 6
...	Colaba	a	7 10		...	...	...

* Refreshment Rooms. † Junction for Agra Branch.
‡ Junc. for Metre and Broad Gauge Lines.

THROUGH TRAINS FROM BOMBAY TO REWARI, LAHORE, PESHAWAR, MOOLTAN, QUETTA, AND KARACHI, via FEROZEPORE CANTONMENT.

MADRAS Time is kept at all Stations.

Distance from Bombay	STATIONS.		MAIL.	Duration of Stoppage for Refreshments.	Fares from Bombay. 1st Class.	2nd Class.	Inter. Class.
Miles.	B. B. & C. I. Ry.		P. M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
...	Colaba ...	... d	9 30		...	...	...
2	Church Gate St.	... d	9 37		0 2 0	0 1 0	0 0 6
4	Grant Road ...	... d	10 5		0 4 0	0 2 0	0 1 0
310	Ahmedabad† ...	... a	9 A.M. 5	45 minutes.	19 6 0	9 11 0	4 13 0
...	Do. ...	... d	9 50		...	...	...
838	Rewari Junc.*	... a	11 29		52 6 0	26 3 0	10 5 0
...	Do. ...	... d	12 35		...	...	...
912	Hansi	... d	5 P.M. 20		58 3 0	29 4 0	11 1 0
978	Sirsa*	... d	10 8		63 5 0	32 0 0	11 12 0
1051	Kotkapura* ...	... a	3 A.M. 9		67 7 0	33 12 0	12 8 0
	Fazilka Branch.		P. M.				
...	Kotkapura ..	.. d	1 35		...	...	..
1101	Fazilka	.. a	5 15		71 6 0	35 13 0	...
...	Kotkapura ..	... d	3 P.M. 24		...	...	...
1079	Ferozepore Ct.*	... a	5 A.M. 15		67 7 0	33 12 0	12 13 0
	N. W. Ry.		A. M.				
..	Ferozepore Ct.	... d	6 30		...	...	...
1112	Raewind§	... d	8 44		69 8 0	34 13 0	13 5 0
1138	Lahore*	... a	10 5		71 2 0	35 10 0	13 12 0
...	Do. ...	... d	7 45		...	...	...
1200	Wazirabad Jnc.*	... a	10 44	20 minutes.	75 0 0	37 9 0	14 11 0
	Jammu Extension.		A. M.				
...	Wazirabad ...	... d	11 54		...	...	...
1251	Tawi [Jammu]	.. a	4 P.M. 45		78 3 0	39 2 0	15 8 0
...	Wazirabad ..	... d	11 A.M. 4		...	...	...
1312	Rawalpindi* ...	... a	7 24	33 minutes.	82 0 0	41 1 0	16 7 0
..	Do. ..	.. d	7 P.M. 57		...	...	...
1416	Peshawar Cant.	... a	5 0		88 8 0	44 5 0	18 1 0
...	Raewind	... d	9 A.M. 8		...	...	...
1189	Montgomery*	... d	12 P.M. 59		74 5 0	37 3 0	14 9 0
1294	Mooltan Cant.*	... a	6 7	30 minutes.	80 14 0	40 8 0	16 3 0
...	Do.	... d	6 37		...	..	...
1577	Sukkur*	... d	9 A.M. 28		98 9 0	49 5 0	20 10 0
1592	Ruk Junc.* ...	... a	10 20	30 minutes.	99 8 0	49 13 0	20 13 0
	Sind-Pishin Ry.		P. M.				
..	Ruk Junc. ...	... d	10 50		...	...	...
1602	Shikarpur ...	... d	11 32		100 2 0	50 2 0	21 0 0
1628	Jacobabad* ...	... d	1 A.M. 18		101 12 0	50 15 0	21 6 0
1725	Sibi*... ...	... d	7 10		107 13 0	53 15 0	22 15 0
1881	Quetta	... a	7 P.M. 6		122 7 0	61 4 0	...
...	Ruk	... d	10 A.M. 50		...	...	...
1655	Radhan	... d	2 P.M. 43		103 7 0	51 12 0	21 13 0
1803	Kotri*	... a	11 53	30 minutes.	112 11 0	56 6 0	24 2 0
...	Do.	... d	12 A.M. 23		...	...	...
1906	Kurrachee City	... a	7 0		119 2 0	59 10 0	25 12 0

* Refreshment Rooms. † Junction for Metre and Broad Gauge Lines.
§ For Lahore and Peshawar

THROUGH TRAINS FROM KURRACHEE TO QUETTA, MOOLTAN, PESHAWAR, LAHORE, REWARI TO BOMBAY, via FEROZEPORE CANTONMENT.

MADRAS Time is kept at all Stations.

Distance to Bombay.	STATIONS.		MAIL.	Duration of Stoppage for Refreshments	Fares to Bombay. 1st Class.	2nd Class.	Inter. Class.
Miles.	**N. W. Ry.**		P. M.		Rs. A. P.	Rs. A. P.	Rs A.P.
1907	Kurrachee City. ..	d	11 0		119 2 0	59 10 0	25 12 0
1802	Kotri*	a	3 22	20 minutes.	112 11 0	56 6 0	24 2 0
...	Do.	d	3 42		...	...	...
1656	Radhan	d	10 19		103 7 0	51 12 0	21 13 0
...	Ruk Junc.	a	12 58	20 minutes.	...	...	...
	Sind-Pishin Ry.		A. M.				
1825	Quetta	d	8 25		122 7 0	61 4 0	..
1725	Sibi*	d	8 P.30		107 13 0	53 15 0	22 15 0
1629	Jacobabad*	d	2 A.M.56		101 12 0	50 15 0	21 6 0
1603	Shikarpur	d	5 12		100 2 0	50 2 0	21 0 0
1592	Ruk Junc.*	a	5 55		99 8 0	49 13 0	20 13 0
...	Ruk Junc.	d	1 A.M.18		...	...	...
1577	Sukkur*	d	2 P.M.18		98 9 0	49 5 0	20 10 0
1291	Mooltan Cant.* ...	a	4 39	22 minutes.	80 14 0	40 8 0	16 3 0
...	Do.	d	5 A.M. 1		...	...	...
1189	Montgomery* ..	d	10 23		74 5 0	37 3 0	14 9 0
...	Raewind..	a	1 43		...	...	...
1416	Peshawar Cant. ...	d	8P.10		88 8 0	44 5 0	18 1 0
1312	Rawalpindi*	a	3 A.M.15	20 minutes.	82 0 0	41 1 0	16 7 0
...	Do.	d	3 35		...	...	...
1200	Wazirabad Junc.*.	a	11 39	10 minutes.	75 0 0	37 9 0	14 11 0
	Jammu Extension.		A. M.				
1251	Tawi [Jammu] ...	d	7 10		78 3 0	39 2 0	15 8 3
1226	Sialkote...	d	9 6		76 13 0	38 7 0	15 3 0
...	Wazirabad	a	10 34		...	...	...
...	Wazirabad	d	11A.49		...	...	...
1138	Lahore*	a	2P.50		71 2 0	35 10 0	13 12 0
...	Do.	d	5 A.M.20		...	...	...
1112	Raewind †	d	6 46		69 8 0	34 13 0	13 5 0
1079	Ferozepore Cant. ‡	a	8 28		67 7 0	33 12 0	12 13 0
	B. B. & C. I. Ry.		P. M.				
...	Ferozepore Cant.*.	d	8 40		...	...	...
1051	Kot Kapura* ..	d	10 21		67 7 0	33 12 0	12 8 0
	Fazilka Branch.		A. M.				
1101	Fazilka	d	6 40		71 6 0	35 13 0	...
...	Kot Kapura... ...	a	10 35		...	..	...
978	Sirsa*	d	3 A.M. 6		63 5 0	32 0 0	11 12 0
912	Hansi	d	7 A.M.36		58 3 0	29 4 0	11 1 0
838	Rewari Junc. ..	a	12P. 30		52 6 0	26 3 0	10 5 0
...	Rewari	d	2 P.M.32		...	...	...
310	Ahmedabad § ...	a	6 30	1 hour.	19 6 0	9 11 0	4 13 0
..	Do.	d	7 30		...	...	...
4	Grant Road	d	6 47		0 4 0	0 2 0	0 1 9
2	Church Gate St. ...	d	7 A.M. 5		0 2 0	0 1 0	0 0 6
...	Colaba	a	7 A.M.10		..	...	...

* Refreshment Rooms. † For Lahore & Peshawar. ‡ Junction for N. W. Ry.
§ Junction for Metre and Broad Gauge Lines.

THROUGH TRAINS from BOMBAY, via ITARSI to JHANSI, CAWNPORE, DELHI, LAHORE, MOOLTAN, PESHAWAR, &c.

MADRAS Time is kept at all Stations.

Distance from Bombay	STATIONS.		MAIL.	Duration of Stoppage for Refreshments	Fares from Bombay. 1st Class.	2nd Class.	3rd Cl. by M&I.
Miles.	G. I. P. Ry.		P. M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
...	Victoria Terminus, Bombay ..	.. d	10 30				
3	Byculla ...	.. d	10 43		0 3 0	0 1 6	0 0 9
34	Kalyan* ...	... a	11 45		2 2 0	1 1 0	0 9 0
...	Do. ...	... d	11 50		...	...	...
162	Munmar* ...	.. d	6 A.M. 5		10 2 0	5 1 0	2 9 0
276	Bhusawal* †	... a	9 40	25 minutes.	17 4 0	8 10 0	4 5 0
...	Do. ...	... d	10 5		...	...	..
353	Khandwa* ...	... a	12 P.M. 39	12 minutes.	22 1 0	11 1 0	5 8 0
...	Do. ...	... d	12 51		...	...	...
464	Itarsi‡ ...	... a	5 10	20 minutes.	29 0 0	14 8 0	7 4 0
	I. M. Ry.		P. M.				
...	Itarsi* ...	... d	5 30		...	...	...
521	Bhopal* ...	... a	7 58	30 minutes.	32 9 0	16 5 0	8 2 0
...	Do. ...	... d	8 28		...	...	...
555	Bhilsa ..	... d	9 42		34 11 0	17 6 0	8 11 0
607	Bina* ...	... a	11 40		37 15 0	19 0 0	9 8 0
...	Do.	... d	4 A.M. 35		...	...	...
654	Saugor ..	... a	7 35		40 14 0	20 7 0	10 2 0
..	Bina* ..	... d	12 A.M. 0		...	...	...
646	Lalitpur ..	.. d	1 35		40 6 0	20 3 0	10 2 0
702	Jhansi* ...	... a	3 35		43 14 0	21 15 0	11 0 0
...	Jhansi ...	.. d	4 A.M. 20		...	...	...
773	Orai*	... a	6 55	15 minutes.	48 5 0	24 3 0	12 1 0
...	Do.	... d	7 10		...	..	...
794	Kalpi ...	... d	7 56		49 10 0	24 13 0	12 7 0
839	Cawnpore*§	... a	9 45		52 7 0	26 4 0	13 2 0
	O. & R. Ry.		A. M.				
..	Cawnpore* ...	... d	10 P.M. 45		..	...	...
895	Lucknow ..	... a	1 P.M. 5		55 5 0	27 11 0	14 1 0
	I. M. Ry.						
...	Jhansi* ...	... d	3 P.M. 45		...	...	..
788	Mahoba ...	... d	10 19		49 4 0	24 10 0	12 3 0
821	Banda* ...	.. a	12 A.M. 20	10 minutes.	51 5 0	25 11 0	12 10 0
...	Do. ..	... d	12 35		..	...	...
864	Karwi ..	.. d	4 10		54 0 0	27 0 0	13 3 0
883	Manikpur* ..	... a	5 40		55 3 0	27 10 0	13 7 0
	E. I. Ry.		A. M				
...	Manikpur ...	... d	7 25		..	...	..
945	Allahabad*	... a	9 50		61 0 0	30 9 0	14 14 0

* Refreshment Rooms.

† Junction for Nagpur Branch, G. I. P. Ry.

‡ Junction for Indian Midland Ry.

§ Junction for O. & R. and E. I. Rys.

THROUGH TRAINS FROM BOMBAY, via ITARSI TO JHANSI, CAWNPORE, DELHI, LAHORE, MOOLTAN, PESHAWAR, &c.—(Continued)

MADRAS Time is kept at all Stations.

Distance from Bombay.	STATIONS.		MAIL.	Duration of Stoppage for Refreshments	Fares from Bombay. 1st Class.	2nd Class.	3rd Cl. by M&I.
Miles	I. M. Ry.		A M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
...	Jhansi ...	... d	4 0		...	...	...
763	Gwalior* ...	... a	6 10	13 minutes	47 11 0	23 14 0	11 15 0
...	Do. ...	... d	6 23		...	...	...
804	Dholpur	... d	8 18		50 4 0	25 2 0	12 9 0
839	Agra Fort*	... a	9 38	10 minutes	52 6 0	26 3 0	10 6 0
...	Do.	... d	9 48		...	..	...
855	Tundla*† ...	... a	10 22	43 minutes.	53 14 0	26 15 0	10 9 0
	E. I. Ry.		A. M.				
...	Tundla ...	... d	11 5		...	..	...
885	Hathras ...	... a	12 11		56 11 0	28 6 0	11 4 0
...	Do. ...	... d	12 20		...	...	..
904	Aligarh‡ ...	.. a	12 P.M. 56		58 8 0	29 4 0	11 11 0
...	Do. ...	... d	1 6		...	...	..
970	Ghaziabad*‖	... a	3 16	15 minutes.	61 6 0	30 11 0	11 15 0
...	Do. ..	... d	3 31		...	..	...
982	Delhi* ...	... a	4 5		61 6 0	30 11 0	11 15 0
...	Do.	... d	4 P.M. 30		...	..	
1105	Umballa Cant.	... a	10 10		70 11 0	36 6 0	14 13 0
..	Do.	... d	11 0		...	..	...
1145	Kalka	... a	2A.10		78 3 0	39 2 0	16 2 0
	N. W. Ry.		P. M				
...	Ghaziabad*	... d	3 45		...	...	..
1000	Meerut Cant.	.. d	5 21		63 5 0	31 11 0	12 7 0
1068	Saharanpur*‡	... a	7 54	25 minutes.	67 9 0	33 13 0	13 8 0
...	Do. ...	... d	8 19		..	...	...
1118	Umballa Cant.*	... a	10 15		70 11 0	35 6 0	14 4 0
..	Do.	... d	10 P.M. 48		..	...	...
1136	Rajpura ...	.. a	11 26		71 12 0	35 14 0	14 9 0
..	Do. ...	... d	12 A.M. 25		...	..	...
1152	Patiala ...	... a	1 16		72 12 0	36 6 0	14 13 0
...	Rajpura ...	... d	11P.36		...	..	...
1189	Ludhiana ...	... d	1 39		75 2 0	37 9 0	15 6 0
1197	Phillour* ...	... d	2 16		75 10 0	37 13 0	15 8 0
1273	Amritsar ...	... a	5 29	15 minutes	80 6 0	40 3 0	16 11 0
..	Do. ...	... d	5 44		...	..	...
1305	Lahore Junc.*	... a	7 0	45 minutes.	82 6 0	41 3 0	17 3 0
...	Do.	... d	7A.30		...	...	...
1513	Mooltan Cant.*	... a	6P. 7		95 6 0	47 11 0	20 7 0
...	Lahore* ...	... d	7A.45		..	..	..
1388	Lala Musa ...	... d	12 P.M. 36		87 8 0	43 12 0	18 8 0
1479	Rawalpindi*	... a	7 24	33 minutes.	93 3 0	46 10 0	19 14 0
...	Do. ...	... d	7 57		..	..	..
1583	Peshawar Cant.	... a	5 A. 0		99 12 0	49 14 0	21 9 0

* Refreshment Rooms.
† Junction for East Indian Ry.
‡ Junction for O. & R. Ry.
‖ Junction for North-Western Ry.
§ For Sialkote.

THROUGH TRAINS FROM PESHAWAR TO MOOLTAN, LAHORE, CAWNPORE, JHANSI, via ITARSI TO BOMBAY.

MADRAS Time is kept at all Stations.

Distance to Bombay.	STATIONS.		MAIL.	Duration of Stoppage for Refreshments.	Fares to Bombay. 1st Class.	2nd Class.	3rd Cl. by M&I
Miles.	**N. W. Ry.**		P. M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
1583	Peshawar Cant.	.. d	8 10		99 12 0	49 14 0	21 9 0
1479	Rawalpindi*	... a	3 A.M. 15	20 minutes.	93 3 0	46 10 0	19 14 0
...	Do. ...	.. d	3 35		...	...	...
1388	Lala Musa..	.. d	10 37		87 8 0	43 12 0	18 8 0
			P. M.				
1305	Lahore Junc.*	... a	2 50	50 minutes.	82 6 0	41 3 0	17 3 0
			A. M.				
1513	Mooltan Cant*	... d	5 1		95 6 0	47 11 0	20 7 0
...	Lahore Junc.	.. a	3P.10		...	...	...
...	Lahore ...	... d	3 P.M. 40		...	...	...
1273	Amritsar ..	... a	4 57	32 minutes.	80 6 0	40 3 0	16 11 0
...	Do. ...	... d	5 29		...	...	...
1221	Jullundur Cant.	.. d	7 49		77 2 0	38 9 0	15 14 0
1197	Phillour ...	.. d	9 8		75 10 0	37 13 0	15 8 0
1136	Rajpura ..	.. a	11 35	12 minutes.	71 12 0	35 14 0	14 9 0
			P. M.				
1152	Patiala ...	.. d	8 15		72 12 0	36 6 0	14 13 0
...	Rajpura ..	... a	9 0		...	...	...
...	Rajpura ...	... d	11P.47		...	..	...
1118	Umballa Cant* §	... a	12 A.M. 28	37 minutes.	70 11 0	35 6 0	14 4 0
...	Do. ...	... d	1 5		...	...	...
1068	Saharanpur*†	... a	3 7	25 minutes.	67 9 0	33 13 0	13 8 0
..	Do. ...	... d	3 32		...	...	...
1000	Meerut Cant.	... d	6 26		63 5 0	31 11 0	12 7 0
970	Ghaziabad Jn.*	‡ . a	7 55		61 6 0	30 11 0	11 15 0
	E. I. Ry.		P. M.				
1145	Kalka ...	... d	2 0		78 3 0	39 2 0	16 2 0
1105	Umballa Cant.	... a	4 15	20 minutes.	70 11 0	35 6 0	14 13 0
...	Do.	... d	4 35		...	...	...
982	Delhi* ...	... d	7 30		61 6 0	30 11 0	11 15 0
970	Ghaziabad*	... a	8 4	20 minutes.	...	...	...
..	Do. ...	... d	8 24		...	...	...
904	Aligarh* † ...	... a	10 43	22 minutes.	58 8 0	29 4 0	11 11 0
..	Do. ...	... d	11 5		...	...	...
885	Hathras ...	... a	11 40		56 11 0	28 6 0	11 4 0
...	Do. ...	... d	11 46		...	...	...
855	Tundla* ‖ ...	... a	12P.52		53 14 0	26 15 0	10 9 0
	I. M. Ry.		P. M.				
..	Tundla* ..	... d	1 42		...	...	...
839	Agra Fort* ..	.. a	2 16	13 minutes.	52 6 0	26 3 0	10 6 0
...	Do. ...	... d	2 29		...	...	...
804	Dholpur ...	.. a	4 0		50 4 0	25 2 0	12 9 0
763	Gwalior* ...	... a	5 54	12 minutes.	47 11 0	23 14 0	11 15 0
..	Do. ...	... d	6 6		...	...	...
702	Jhansi* ...	.. a	8 40		43 14 0	21 15 0	11 0 0

* Refreshment Rooms.
† Junc. for O. & R. Ry.
‡ Junc for N. W. & E. I. Rys.
‖ Junc. for Indian Midland Ry.
§ For Simla.

THROUGH TRAINS FROM PESHAWAR TO MOOLTAN, LAHORE, CAWNPORE, JHANSI, VIA ITARSI TO BOMBAY—(Continued).

MADRAS Time is kept at all Stations.

Distance to Bombay.	STATIONS.	MAIL.	Duration of Stoppage for Refreshments	FARES TO BOMBAY. 1st Class.	2nd Class.	3rd Cl. M. & I.
Miles.	O. & R. Ry.	P. M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
885	Lucknow ... d	12 0		55 5 0	28 7 0	14 1 0
839	Cawnpore *† .. a	2 25	40 minutes.	52 7 0	26 4 0	13 2 0
	I. M. Ry.	P. M.				
..	Cawnpore ... d	3 5		...	..	..
794	Kalpi .. .. d	4 52		49 10 0	24 13 0	12 7 0
773	Orai ... .. a	5 35		48 5 0	24 3 0	12 1 0
...	Do .. .. d	5 43		...	...	...
..	Jhansi * .. .. a	8 10		...	..	...
	E. I. Ry.	P. M.				
945	Al'ahabad .. d	3 45		61 0 0	30 9 0	14 14 0
883	Manikpur ... a	6 28		55 3 0	27 10 0	13 7 0
	I. M. Ry.	P. M.				
..	Manikpur .. d	8 0		...	...	...
864	Karwi ... .. d	9 15		54 0 0	27 0 0	13 3 0
821	Banda .. ... a	12 0	25 minutes.	51 5 0	25 11 0	12 10 0
..	Do .. ... d	12 35		..	..	..
788	Mahoba ... ... a	3 10		49 3 0	24 10 0	12 3 0
..	Jhansi ... ... a	9 20		...	...	..
.	Jhansi ... ... d	9 10		...	..	...
646	Lalitpur .. .. d	11 19		40 6 0	20 3 0	10 2 0
607	Bina .. .. d	12 53	20 minutes.	...	..	...
654	Saugor .. .. d	4 0		40 14 0	20 7 0	10 2 0
...	Bina ... .. a	6 45		...	...	..
..	Bina .. .. d	1 13		37 15 0	19 0 0	9 8 0
555	Bhilsa .. .. d	3 28		34 11 0	17 6 0	8 11 0
521	Bhopal * .. .. a	4 42	15 minutes.	32 9 0	16 5 0	8 2 0
..	Do. .. .. d	4 57		..	..	...
464	Itarsi ‡ .. .. a	8 0	45 minutes.	29 0 0	14 8 0	7 4 0
	G. I. P. Ry.	A. M.				
...	Itarsi ... d	8 45		..	...	...
353	Khandwa* .. a	1 15	15 minutes.	22 1 0	11 1 0	5 8 0
..	Do. .. ... d	1 30		..	..	...
276	Bhusawal § ... a	4 5	15 minutes.	17 4 0	8 10 0	4 5 0
..	Do. .. .. d	4 20		...	...	..
162	Munmar ¶ .. d	9 10		10 2 0	5 1 0	2 9 0
34	Kalyan * .. .. a	4 30	15 minutes.	2 2 0	1 1 0	0 9 0
..	Do. .. .. d	4 45		..	...	...
3	Byculla .. .. d	6 20		0 3 0	0 1 6	0 0 9
...	Victoria Terminus, Bombay ..	6 30		..	...	...

* Refreshment Rooms. †Junction for O. & R. and I. M. Railways.
‡ Junction for G. I. P. Ry. § Junction for Nagpur Branch, G. I. P. Ry.
¶ Junction for Dhond & Munmar Line.

THROUGH TRAINS FROM BOMBAY TO RAICHUR, MADRAS, BANGALORE, CALICUT, NEGAPATAM, AND TUTICORIN.

MADRAS Time is kept at all Stations.

Distance from Bombay	STATIONS.		MAIL.	Duration of Stoppage for Refreshments	Fares from Bombay. 1st Class.	2nd Class.	3rd Cl. by Mail.
Miles	G. I. P. Ry.		P. M.		Rs. A. P.	Rs. A. P.	Rs. A. P.
...	Victoria Terminus, Bombay		9 30		...	...	...
3	Byculla	... d	9 42		0 3 0	0 1 6	0 0 9
34	Kalyan Junc.*	... a	10 35		2 2 0	1 1 0	0 9 0
...	Do. ..	... d	10 40		..	..	...
119	Poona*	.. a	3 0	10 minutes.	7 7 0	3 12 0	1 14 0
...	Do.	.. d	3 P.M. 10		..	..	...
167	Dhond*	... a	4 40	15 minutes.	10 7 0	5 4 0	2 10 0
...	Do.	... d	4 55		...	...	...
283	Sholapur* ...	... a	9 12	9 minutes.	17 11 0	8 14 0	4 7 0
...	Do. ...	... d	9 21		...	...	...
292	Hudgi*† ...	... a	9 44	20 minutes.	18 4 0	9 2 0	4 9 0
...	Do. ..	... d	10 4		...	...	...
376	Wadi*†	... a	1 P.M. 47	15 minutes.	23 8 0	11 12 0	5 14 0
...	Do.	... d	2 2		...	..	...
443	Raichur*† ...	... a	4 25		27 11 0	13 14 0	6 15 0
	MADRAS Ry.		P. M.				
...	Raichur* ...	... d	5 0		..	..	...
518	Guntakal Junc*	... a	7 49	21 minutes.	32 7 0	16 4 0	7 15 0
...	Do.	... d	8 19		..	...	...
536	Gooty	... d	9 18		33 7 0	16 12 0	8 2 0
566	Tadpatri* ...	... a	10 23		35 7 0	17 12 0	8 9 0
...	Do.	... d	10 28		...	...	...
632	Cuddapah* ...	... a	1 A.M. 3	15 minutes.	39 7 0	19 12 0	9 6 0
...	Do. ...	... d	1 13		...	..	...
685	Kodur	... d	3 29		42 15 0	21 8 0	10 1 0
710	Renigunta* ...	... a	4 24	12 minutes.	44 7 0	22 4 0	10 7 0
...	Do. ...	... d	4 36		..	...	...
751	Arkonam Junc.*‡	... a	6 12	13 minutes.	46 15 0	23 8 0	10 15 0
...	Do.	... d	6 25		...	...	...
794	Madras	... a	8 0		49 11 0	24 14 0	11 8 0
...	Madras*	... d	6 P.M. 30		...	...	...
...	Arkonam*‡ ...	... a	8 2	30 minutes.	...	...	...
...	Do. ...	... d	8 32		...	...	...
789	Katpadi	... d	10 23		49 7 0	24 12 0	11 7 0
840	Jollarpet Junc.*	... a	12 A.M. 42		52 7 0	26 4 0	12 2 0
	Bangalore Branch.		A. M.				
...	Jollarpet Junc.	... d	1 25		...	...	...
952	Bangalore Ct.*	... d	6 45		57 15 0	29 0 0	13 4 0
927	Bangalore City*	... a	6 55		57 15 0	29 0 0	13 4 0
...	Jollarpet... ...	... d	1 A.M. 7		..	...	...
915	Salem	... d	4 23		57 3 0	28 10 0	13 1 0
952	Erode Jnc.* ...	... d	6 10		59 7 0	29 12 0	13 9 0
1010	Podanur Jn.*	... a	8 50		63 3 0	31 10 0	14 5 0

* Refreshment Rooms.

†Junctions for the Southern Mahratta, Nizam's, & Madras Rys. respectively.

‡ Junctions for Madras Bangalore, Calicut, Negapatam and Tuticorin.

THROUGH TRAINS FROM BOMBAY TO RAICHUR, MADRAS, BANGALORE, CALICUT, NEGAPATAM, AND TUTICORIN.—*Contd.*

MADRAS Time is kept at all Stations.

Distance from Bombay	STATIONS.		MAIL	Duration of Stoppage for Refreshments	Fares from Bombay. 1st Class.	2nd Class.	3rd Cl. by Mail
Miles.	*Nilgiri Branch.*		A. M.		Rs. A. P.	Rs. A. P.	Rs. a. p.
...	Podanur	d	9 8		...	...	...
1036	Mettupalaiyam† .	a	10 40		64 11 0	32 6 0	14 10 0
...	Podanur* ...	d	9 ≷ 5		...	...	..
1041	Olavakode	a	10 ⅄45	20 minutes.	65 3 0	32 10 0	14 9 0
	Palghat Branch.		A. M.				
...	Olavakode	d	10 50		...	...	..
1044	Palghat.. ..	a	11 2		65 3 0	32 10 0	14 10 0
...	Olavakode	d	11A. 5		...	...	...
1122	Calicut	a	3P. 35		70 3 0	35 2 0	15 3 0
	S. I. Ry.		A. M.				
...	Madras	d	7 5		...	...	...
791	Chingleput* ...	a	9 5	20 minutes.	49 7 0	24 6 0	11 6 0
	Arkonam Branch.		A. M.				
751	Arkonam* ‡ ..	d	6 45		46 15 0	23 8 0	10 15 0
...	Chingleput* ...	a	8 50		..	..	..
...	Chingleput ...	d	9A.25		...	...	...
855	Villupuram ...	a	12P.57	18 minutes.	53 7 0	25 11 0	12 1 0
	Pondicherry Branch.		A. M.		54 14 0	26 3 0	12 5 0
878	Pondicherry ...	d	10 30		..	..	..
..	Villupuram ..	a	12P.30				
...	Villupuram ..	d	1 P.M.15		...	...	...
883	Cuddalore O. T.	a	2 50	10 minutes.	55 3 0	26 4 0	12 5 0
...	Do.	d	3 0		...	...	...
949	Kumbakonam*	d	7 50		59 5 0	27 10 0	13 0 0
974	Tanjore*	a	9 18	15 minutes.	60 14 0	28 3 0	13 5 0
	Negapatam Branch.		P. M.		63 14 0	29 3 0	13 13 0
1022	Negapatam	d	4 30		..	..	..
...	Tanjore*	a	7 30				
...	Tanjore*	d	9 P.M.33		..	...	..
1005	Trichinopoly J.* ..	a	11 P. 5	15 minutes.	62 13 0	28 13 0	13 10 0
	Erode Branch.		P. M.		68 4 0	30 10 0	14 8 0
1092	Erode	d	1 0		65 12 0	29 13 0	14 2 0
1052	Karur	d	3 17		..	..	..
...	Trichinopoly J.*	a	6 5				
...	Trichinopoly J.*	d	11P.20		..	..	..
..	Madura	d	5 A.M.25		68 13 0	30 13 0	14 10 0
1101	Maniyachi Jnc...	a	9 43	12 minutes.	73 13 0	32 8 0	15 7 0
	Tinnevelly Branch.		A. M.				
...	Maniyachi	d	10 10		..	..	..
1199	Tinnevelly	a	11 20		74 15 0	32 14 0	15 10 0
...	Maniyachi	d	9 A.M.55		..	..	..
1199	Tuticorin	a	10 50		74 15 0	32 14 0	15 10

* Refreshment Rooms † For Coonoor, Wellington, and Ootacamund.
‡ Junction for Negapatam and Tuticorin.

THROUGH TRAINS FROM TUTICORIN TO NEGAPATAM, CALICUT, BANGALORE, MADRAS, RAICHUR, AND BOMBAY.

MADRAS Time is kept at all Stations.

D'tance to Bombay	STATIONS.	MAIL.	Duration of Stoppage for Refreshments	Fares to Bombay. 1st Class.	2nd Class.	3rd Cl. by Mail.
	S. I. Ry.	P. M.		Rs. a. p.	Rs. a. p.	Rs. a. p.
1199	Tuticorin .. .... d	2 15		74 15 0	32 14 0	15 10 0
1181	Maniyachi Jn. .. a	3 7	13 minutes.	73 13 0	32 8 0	14 10 0
	Tinnevelly Branch.	P. M.				
..	Tinnevelly ..... d	1 45		74 15 0	32 14 0	15 10 0
1199	Maniyachi Jn. .. a	2 55		..	...	..
..	Maniyachi Jn. .. d	3 20		...	..	..
1101	Madura..... ..... d	8 25		68 13 0	30 13 0	14 10 0
1005	Trichinopoly* .. a	2 A.35	20 minutes.	62 13 0	28 13 0	13 10 0
	Erode Branch.	A. M.				
..	Trichinopoly* .. d	6 20		..	..	..
1052	Karur .... d	9 30		65 12 0	29 13 0	14 2 0
1092	Erode ..... a	11 40		68 4 0	30 10 0	14 8 0
1005	Trichinopoly Jn.* d	2 A.M. 55		..	..	..
974	Tanjore* ..... a	4 31	17 minutes.	60 14 0	28 3 0	13 5 0
	Negapatam Branch.	A. M.				
..	Tanjore* ..... d	5 0		..	..	..
1022	Negapatam ..... a	7 55		63 14 0	29 3 0	13 13 0
..	Tanjore* ..... d	4 A.M. 50		..	...	..
949	Kumbakonam*... d	6 28		59 5 0	27 10 0	13 0 0
883	Cuddalore, O. T. a	10 45	25 minutes.	55 3 0	26 4 0	12 5 0
..	Do.* .... d	11 10		..	..	...
855	Villupuram..... a	12P.45	15 minutes.	53 7 0	25 11 0	12 1 0
	Pondicherry Branch.	P. M.				
...	Villupuram .... d	1 15		..	..	..
878	Pondicherry ..... a	3 5		54 14 0	26 3 0	12 5 0
..	Villupuram..... d	1 P.M. 0		..	..	..
791	Chingleput* .... a	4 33	17 minutes.	49 7 0	24 6 0	11 6 0
	Arkonam Branch.	P. M.				
..	Chingleput* ... d	4 45		..	..	...
751	Arkonam ..... a	6 50		46 15 0	23 8 0	10 15 0
..	Chingleput* .... d	4 P.M. 50		..	..	..
..	Madras ..... a	6 55		.	..	..
	Madras Ry.	A. M.				
1222	Calicut .. . . d	8 10		70 3 0	35 2 0	15 3 0
1041	Olavakode ..... a	12P.56	20 minutes.	65 3 0	32 10 0	14 9 0
1044	Palghat..... .. d	12 P.M. 50		65 3 0	32 10 0	14 10 0
...	Olavakode ..... a	1 P.M. 2		..	..	..
1041	Olavakode ..... d	1 16		..	..	..
1010	Podanur* .... a	3 P.M. 2	20 minutes.	63 3 0	31 10 0	14 5 0
	Nilgiri Branch.	P. M.				
1036	Mettapalyam .... d	1 25		64 11 0	32 6 0	14 9 0
...	Podanur* ... ... a	2 58		..	..	..
...	Podanur* ..... d	3 P.M. 22		..	...	..
952	Erode* ..... a	6 6	15 minutes.	59 7 0	29 12 0	13 9 0
..	Do. ..... d	6 21		..	...	...

* Refreshment Rooms.

THROUGH TRAINS FROM TUTICORIN TO NEGAPATAM, CALICUT, BANGALORE, MADRAS, RAICHUR, AND BOMBAY.—*Continued.*

MADRAS Time is kept at all Stations.

Distance to Bombay.	STATIONS.	MAIL.	Duration of Stoppage for Refreshments	FARES TO BOMBAY. 1st Class.	2nd Class.	3rd Cl. by Mail.
		P. M.		Rs. a. p.	Rs. a. p.	Rs. a. p.
915	Salem* ... ... a	8 0		57 3 0	28 10 0	13 1 0
...	Do. ... . d	8 33		..	..	...
840	Jalarpet... .. .. a	12 A. 3	39 minutes.	52 7 0	26 4 0	12 2 0
	Bangalore Branch.	A. M.				
927	Bangalore City .. d	7 10		57 15 0	29 0 0	13 4 0
925	Do. Cant.. d	7 40		57 15 0	29 0 0	13 4 0
..	Jalarpet... ... .. a	12 0		...	...	...
...	Jalarpet .. .. d	12 42		...	..	...
789	Katpadi.. .. ... d	3 A.M. 14		49 7 0	24 12 0	11 7 0
751	Arkonam* ... ... a	4 52		46 15 0	23 8 0	10 15 0
794	Madras ... ... d	6 0		49 11 0	24 14 0	12 7 0
...	Arkonam Jnc.* ... a	7 P.M. 48	30 minutes.	...	..	11 8 0
...	Do. ... d	8 18			...	...
710	Renigunta* ... ... a	10 6	15 minutes.	44 7 0	22 4 0	10 7 0
...	Do. ... ... d	10 21		..	..	..
685	Kodur .. .. d	11 35		42 15 0	21 8 0	10 1 0
632	Cuddapah* .. ... d	2 2		39 7 0	19 12 0	9 6 0
566	Tadpatri .. .. a	4 A.M. 45		35 7 0	17 12 0	8 9 0
..	Do. .. .. .. d	4 50		..	...	..
536	Gooty ... . d	6 29		33 7 0	16 12 0	8 2 0
518	Guntakal Jnc. .. a	7 17	20 minutes.	32 7 0	16 4 0	17 15 0
...	Do. .. ... d	7 37		..	...	..
443	Raichur*† .. .. a	10 40	35 minutes	27 11 0	13 14 0	6 15 0
	G. I. P. Ry.	A. M.				
...	Raichur*† .. ... d	11 15		...	...	...
376	Wadi Jnc.*† ... a	1 P.M. 38	15 minutes.	23 8 0	11 12 0	5 14 0
...	Do. ... .. d	1 53		...	...	..
292	Hudgi*†.. .. .. a	5 20	23 minutes.	18 4 0	9 2 0	4 9 0
	Do. ... . d	5 43		...	...	..
283	Sholapur* ... ... a	6 3	8 minutes.	17 11 0	8 14 0	4 7 0
...	Do .. .. d	6 11		...	...	...
167	Dhond Jnc. ... .. a	10 20	25 minutes,	10 7 0	5 4 0	2 10 0
...	Do. .. .. d	10 45		...	..	..
119	Poona* ... ... a	12 P.M. 25	15 minutes.	7 7 0	3 12 0	1 14 0
...	Do. ... . d	12 A.M. 35		..	...	...
34	Kalyan* ... .. a	5 25	10 minutes,	2 2 0	1 1 0	0 9 0
...	Do. ... . d	5 35		..	..	..
3	Byculla .. .. .. d	6 49		0 3 0	0 1 6	0 0 9
...	Victoria Terminus, Bombay ..... a	7 0		..	...	..

* Refreshment Rooms. † Raichur, Wadi and Hudgi are junctions for the G I. P., Nizam's, and S. M. Rys, respectively.

RAILWAYS.

GREAT INDIAN PENINSULA RAILWAY.

OFFICES :—VICTORIA TERMINUS.

G. A. Barnett, C.I.E., Agent.
H. Conder, General Traffic Manager.
H. Wenden, Chief Engineer.
S. Gore Brown, Auditor.
R. L. Trevithick, Loco. Superintendent.
A. King, Storekeeper.
W. Kay, M.D., Superintending Surgeon.
H. Scannell, Superintendent of Police.
H. I. P. Thomson, Secretary to Agent.
E. W. Keily, Passenger Superintendent.
H. H. Swan, Goods Superintendent.
W. H. Middleton, District Traffic Supt., Bombay.
R. N. Campion, Personal Assistant to Chief Engineer.
S J. Sarjant, Personal Assistant to the Locomotive Superintndent.

Little, Smith, Frere and Nicholson, Solicitors, Meadow Street.

DOWN TRAINS BETWEEN BOMBAY AND POONA.

MADRAS time is kept at all Stations.

Miles.	Fares from Bombay. 1st.	2nd.	3rd.	Stations.	Week-days & Sundays. Pass.	Pass.	Pass.	Mail.	Pass.	Pass.
	Rs. A.	Rs. A.	Rs. A. P.		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
...	...	...	.....	Victoria Tr.... d	8 30	11 0	2 30	9 30	10 45	11 30
1	0 1	0 ¾	0 0 6	Musjid... ... d	8 36	11 6	2 35	...	10 52	11 38
3	0 3	0 1½	0 0 9	Byculla ... d	8 46	11 16	2 45	9 42	11 3	11 51
4	0 4	0 2	0 1 0	Chinchpokli... d	...	...	..	...	11 8	...
5	0 5	0 2¼	0 1 3	Parel ... ... d	...	...		...	11 15	A. M.
6	0 6	0 3	0 1 3	Dadar... ... d	8 54	11 24	2 53	...	11 20	12 3
8	0 8	0 4	0 1 9	Sion ... ... d	...	...	..	...	11 28	..
10	0 10	0 5	0 2 3	Coorla ... d	9 4	11 34	..	...	11 34	12 15
13	0 13	0 7	0 2 9	Ghat Cooper.. d	...	..	..	...	...	...
17	1 1	0 9	0 3 9	Bhandup ... d	...	...	..	...	...	...
21	1 5	0 11	0 4 0	Tanna ... d	9 26	11 56	3 21	...	11 57	12 43
34	2 2	1 1	0 7 0	KalyanJunc.* a	9 50	12 P.M. 20	3 45	10 35	12 P.M. 26	1 10
				Do. ... d	10 3	12 P.M. 25	3 50	10 40	12 P.M. 36	1 20
38	2 6	1 3	0 8 0	Ambarnath . d	10 14	...	...	...	12 48	...
42	2 10	1 5	0 9 0	Badlapur ... d	10 27	12 45	...	...	1 3	1 13
49	3 1	1 9	0 10 0	Wangni ... d	10 43	...	...	...	1 22	...
54	3 6	1 11	0 11 0	Neral* ... d	10 56	1 9	4 32	...	1 36	2 14
58	3 10	1 13	0 12 0	Chinchowli ... d	11 8	...	..	...	1 50	...
62	3 14	1 15	0 13 0	Karjat* ... d	11 23	1 32	4 54	11 41	2 10	2 45
64	4 0	2 0	0 13 0	Palasdhari ... d	11 34	...	..	A. M.	2 21	2 56
78	4 14	2 7	1 0 0	Khandalla ... d	12 P.M. 55	3 0	6 22	1 12	3 42	4 20
80	5 0	2 8	1 1 0	Lonauli* .. d	1 15	3 24	6 43	1 32	4 10	5 23
85	5 5	2 11	1 2 0	Karli ... ... d	1 27	3 37	...	...	4 25	5 38
90	5 10	2 13	1 3 0	Kharkala ... d	1 39	..	..	...	4 40	5 53
96	6 0	3 0	1 4 0	Wadgaon ... d	1 55	...	...	...	4 59	6 12
98	6 2	3 1	1 4 0	Talegaon ... d	2 5	4 11	7 21	2 15	5 13	6 23
104	6 8	3 4	1 6 0	Salaiwadi ... d	2 21	...	..	..	5 33	6 41
109	6 13	3 7	1 7 0	Chinchwad ... d	2 33	4 36	..	...	5 49	6 54
116	7 4	3 10	1 8 0	Kirkee .. d	2 50	4 51	8 1	2 51	6 10	7 10
119	7 7	3 12	1 9 0	Poona* ... a	3 0	5 0	8 10	3 0	6 20	7 20

* Refreshment Rooms.

UP

TRAINS BETWEEN POONA AND BOMBAY.

Madras time is kept at all Stations.

Miles.	Fares to Bombay 1st	2nd.	3rd.	Stations.	Week-days & Sundays. Mail.	Pass.	Pass.	Pass.	Pass.	Pass.
	Rs. A	Rs. A.	Rs. A. P.		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
119	7 7	3 12	1 9 0	Poona * ... d	12 35	6 0	11 0	2 0	10 30	11 15
116	7 4	3 10	1 8 0	Kirkee ... d	12 46	6 11	11 13	2 12	10 43	11 31
109	6 13	3 7	1 7 0	Chinchwad ... d	...	...	11 30	2 31	11 3	1 53
104	6 8	3 4	1 6 0	Salaiwadi .. d	..	...	11 47	..	11 23	A. M.
98	6 2	3 1	1 4 0	Talegaon ... d	1 34	6 57	12 P.M. 6	3 4	11 46	12 34
96	6 0	3 0	1 4 0	Wadgaon ... d	...	...	12 15	..	11 56	..
90	5 10	2 13	1 3 0	Kharkala ... d	...	...	12 30	3 25	12 A.M. 14	1 1
85	5 5	2 11	1 2 0	Karli ... d	..	...	12 43	..	12 28	..
80	5 0	2 8	1 1 0	Lonauli* ... d	2 29	7 40	1 0	3 55	12 50	3 6
78	4 14	2 7	1 0 0	Khandalla .. d	2 45	7 52	1 12	4 7	1 2	3 22
64	4 0	2 0	0 13 0	Palasdhari .. d	...	...	2 14	..	2 4	4 49
62	3 14	1 15	0 13 0	Karjat* ... d	4 27	9 3	2 33	5 20	2 23	5 12
58	3 10	1 13	0 12 0	Chinchowli ... d	...	...	2 44	..	...	5 27
54	3 6	1 11	1 11 0	Neral* ... d	4 47	9 21	2 55	5 38	2 47	5 44
49	3 1	1 9	0 10 0	Wangni ... d	...	..	3 7	..	...	6 1
42	2 10	1 5	0 9 0	Badlapur ... d	...	...	3 21	6 0	3 13	6 20
38	2 6	1 3	0 8 0	Ambarnath ... d	...	...	3 34	..	...	6 38
34	2 2	1 1	0 7 0	Kalyan * .. a	5 25	9 57	3 42	6 18	3 35	6 50
..	..	..	..	Do. ... ... d	5 35	10 1	3 47	6 21	3 45	7 2
21	1 5	0 11	0 4 0	Tanna ... d	6 3	10 27	4 21	6 51	4 26	7 35
17	1 1	0 9	0 3 9	Bhandup ... d	...	..	...	..	4 39	
13	0 13	0 7	0 2 9	Ghat Cooper ... d	...	..	...	...	4 53	..
10	0 10	0 5	0 2 3	Coorla ... d	...	...	4 43	7 13	5 4	8 2
8	0 8	0 4	0 1 9	Sion ... d	...	...	...	...	5 10	..
6	0 6	0 3	0 1 3	Dadar ... d	6 34	10 54	4 52	7 22	5 23	8 14
5	0 5	0 2½	0 1 3	Parel ... d	..	..	...	..	5 28	...
4	0 4	0 2	0 1 0	Chinchpokli ... d	...	..	..	..	5 38	...
3	0 3	0 1½	0 0 9	Byculla ... d	6 49	11 4	5 3	7 33	5 47	8 30
1	0 1	0 ½	0 0 6	Musjid ... d	...	11 12	5 11	7 41	5 56	8 40
...	...	...	.....	Victoria Ter... a	7 0	11 15	5 15	7 45	6 0	8 45

* Refreshment Rooms.

RATES FOR PERIODICAL TICKETS.

Between Victoria Terminus and	Monthly. 1st Cl. Rs. a.	2nd Cl. Rs. a.	3rd Cl. Rs. a.	Quarterly. 1st Cl. Rs. a.	2nd Cl. Rs. a.	3rd Cl. Rs. a.
Musjid	2 8	1 4	1 0	5 0	2 8	2 0
Byculla	4 0	2 0	1 0	8 0	4 0	2 0
Chinchpokli	5 4	2 10	1 4	10 8	5 4	2 8
Currey Road	6 0	3 0	1 8	12 0	6 0	3 0
Parel	7 4	3 10	1 12	14 8	7 4	3 8
Dadar	8 0	4 0	1 14	16 0	8 0	3 12
Matoonga	9 0	4 8	2 0	18 0	9 0	4 0
Sion	10 4	5 2	2 4	20 8	10 4	4 8
Coorla	11 4	5 10	2 8	22 8	11 4	5 0
Ghat Cooper	13 2	6 9	3 0	26 4	13 2	6 0
Bhandup	16 12	8 6	4 3	33 8	16 12	8 6
Tanna	20 12	10 6	5 3	41 8	20 12	10 6
Mumbra	24 12	12 6	6 3	49 8	24 12	12 6
Diva	26 4	13 2	6 9	52 8	26 4	13 2
Demauli	29 8	14 12	7 6	59 0	29 8	14 12
Kalyan	33 4	16 10	8 5	66 8	33 4	16 10

RATES FOR PARCELS AND LUGGAGE.

No parcels are booked unless they are securely packed and plainly addressed in English with the name of the owner and destination, and unless tendered at a station 30 minutes before the time of departure of the train by which they are intended to be despatched.

Large packages over three maunds in weight or twenty-four cubic feet of measurement are only accepted for despatch by any particular Mail or Passenger train conditionally on there being room in the Van for such packages.

Parcels weighing more than one maund cannot be accepted for despatch for Musjid.

The rates for Parcels and EXCESS LUGGAGE are the following, namely:—

Parcels are charged by either weight or measurement, whichever gives the greater charge, two cubic feet being considered equal to ten seers (twenty pounds) in weight.

Each parcel is charged for separately.

Parcels not exceeding one cubic foot by measurement, or five seers in weight—

(I.) When the weight does not exceed two and a half seers; four annas per 500 miles or fraction of 500 miles, subject to a maximum charge of one rupee.

(II.) When the weight does not exceed five seers, four annas per 250 miles or fraction of 250 miles, subject to a maximum charge of two rupees.

Parcels exceeding one cubic foot in measurement or five seers in weight are charged at the rates shown in the following table, namely :—

Distances in Miles.	Not exceeding ten seers.	Exceeding 10 seers, but not exceeding 20 seers.	Exceeding 20 seers, but not exceeding 30 seers.	Exceeding 30 seers, but not exceeding 40 seers.	Additional charge for fractions in excess of even maunds.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Not exceeding .. 25	0 4 0	0 4 0	0 4 0	0 4 0	
Exceeding 25, but not exceeding .. 50	0 4 0	0 4 0	0 8 0	0 0 0	
,, 50 ,, 100	0 4 0	0 8 0	0 12 0	1 0 0	
,, 100 ,, 150	0 8 0	0 12 0	1 0 0	1 0 0	
,, 150 ,, 300	0 8 0	1 0 0	1 8 0	2 0 0	
,, 300 ,, 450	0 12 0	1 8 0	2 4 0	3 0 0	
,, 450 ,, 600	1 0 0	2 0 0	3 0 0	4 0 0	
,, 600 ,, 750	1 4 0	2 8 0	3 12 0	5 0 0	
,, 750 ,, 1,000	1 8 0	3 0 0	4 8 0	2 0 0	
,, 1,000 ,, 1,166	1 12 0	3 8 0	5 4 0	7 0 0	
,, 1,166 ,, 1,333	2 0 0	4 0 0	6 0 0	8 0 0	
,, 1,333 ,, 1,500	2 4 0	4 8 0	6 12 0	9 0 0	
,, 1,500 ,, 1,666	2 8 0	5 0 0	7 8 0	10 0 0	
,, 1,666 ,, 1,833	2 12 0	5 8 0	8 4 0	11 0 0	
,, 1,833 ,, 2,000	3 0 0	6 0 0	9 0 0	12 0 0	
,, 2,000 ,, 2,166	3 4 0	6 8 0	9 12 0	13 0 0	
,, 2,166 ,, 2,333	3 8 0	7 0 0	10 8 0	14 0 0	
,, 2,333 ,, 2,500	3 12 0	7 8 0	11 4 0	15 0 0	
,, 2,500 ,, 2,666	4 0 0	8 0 0	12 0 0	16 0 0	
,, 2,666 ,, 2,833	4 4 0	8 8 0	12 12 0	17 0 0	
,, 2,833 ,, 3,000	4 8 0	9 0 0	13 8 0	18 0 0	
For each additional 167 or part of 167 miles beyond 3,000 miles	0 4 0	0 8 0	0 12 0	1 0 0	

The amounts entered in the columns 1, 2, 3 and 4 (no less charge than for 10 seers).

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

OFFICES:—CHURCH GATE STREET.

Lieut.-Col. W. S. S. Bisset, R. E., C. I. E., Agent.
F. T. Rickards, Secretary.
H. M. Steuart, Asst. Secretary to Agent.
I. O. Callaghan, General Traffic Manager. (On furlough.)
C. Crommelin, Acting General Traffic Manager.
D. Powell, Acting Traffic Manager.
F. T. W. Wood, Assistant Traffic Manager.
J. O'Connell, Chief Auditor & Accountt.
J. W. Fordham, Auditor (Ajmere).
H. H. Deane, Resident Engineer.
W. H. Wolff, Acting Resident Engineer.
A. A. Angelo, Goods Agent, Carnac Bridge.
E. B. Carroll, Loco. and Carriage Supt. (On furlough.)
E. S. Luard, Acting Loco. & C. Supt.
F. C. Turner, 2nd Asst. Loco. & C. Supt.
W. P. Johnson, Acting 2nd Asst. Loco. and Carriage Superintendent.
S. A. Duigan, Chief Storekeeper.
G. R. Spencer, Deputy Storekeeper, (Ajmere).
H. J. B. Hargrave, Acting Chief Engineer. (On leave.)
W. Harvey, Acting Chief Engineer.
F. G. Lynde, Resident Engineer.
C. B. L. Touche, 2nd Class Assistant Engineer.
H.A.K. Sconce, 2nd Cl. Asst. Engineer.
C. Tudball, District Traffic Supt., Bombay District.
F. W. Hanson, Acting District, Traffic Superintendent.
W. G. Bourne, District Traffic Superintendent, Ahmedabad District.
J. Franklin, Telegraph Supt., Surat.

PARCEL RATES.—The following are the rates for Parcels :—

Distances in Miles.	Not exceeding 10 seers.	Exceeding 10 seers, but not exceeding 20 seers.	Exceeding 20 seers, but not exceeding 30 seers.	Exceeding 30 seers, but not exceeding 40 seers.	Additional charge for fractions in excess of even maunds.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
Not exceeding ... 25	0 4 0	0 4 0	0 4 0	0 4 0	
Exceeding 25, but not exceeding... 50	0 4 0	0 4 0	0 8 0	0 8 0	
,, 50 ,, 100	0 4 0	0 8 0	0 12 0	1 0 0	
,, 100 ,, 150	0 8 0	0 12 0	1 0 0	1 8 0	
,, 150 ,, 300	0 8 0	1 0 0	1 8 0	2 0 0	
,, 300 ,, 450	0 12 0	1 8 0	2 4 0	3 0 0	
,, 450 ,, 600	1 0 0	2 0 0	3 0 0	4 0 0	
,, 600 ,, 750	1 4 0	2 8 0	3 12 0	5 0 0	
,, 750 ,, 1,000	1 8 0	3 0 0	4 8 0	6 0 0	
,, 1000 ,, 1,166	1 12 0	3 8 0	5 4 0	7 0 0	
,, 1,166 ,, 1,333	2 0 0	4 0 0	6 0 0	8 0 0	
,, 1,333 ,, 1,500	2 4 0	4 8 0	6 12 0	9 0 0	
,, 1,500 ,, 1,666	2 8 0	5 0 0	7 8 0	10 0 0	
,, 1,666 ,, 1,833	2 12 0	5 8 0	8 4 0	11 0 0	
,, 1,833 ,, 2,000	3 0 0	6 0 0	9 0 0	12 0 0	
,, 2,000 ,, 2,166	3 4 0	6 8 0	9 12 0	13 0 0	
,, 2.166 ,, 2,333	3 8 0	7 0 0	10 8 0	14 0 0	
,, 2,333 ,, 2,500	3 12 0	7 8 0	11 4 0	15 0 0	
,, 2 500 ,, 2 666	4 0 0	8 0 0	12 0 0	16 0 0	
,, 2.666 ,, 2,833	4 4 0	8 8 0	12 12 0	17 0 0	
,, 2,833 ,, 3,000	4 8 0	9 0 0	13 8 0	18 0 0	
For each additional 167 or part of 167 miles beyond 3,000 miles	0 4 0	0 8 9	0 12 0	1 0 0	

The amounts entered in the respective columns.

BOMBAY STEAM NAVIGATION COMPANY.

HARBOUR STEAM FERRIES.

(SHEPHERD & Co.)

STEAM FERRY BOATS (under contract with Government) ply daily across the Harbour, calling at the undermentioned Bunders :—

Fares from Bombay to	ULWA LINE.			DHARAMTAR LINE.	
	Oorun.	Hog-island.	Ulwa.	Mandwa Karanja or Rewas	Dharam-tar.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
First Class	0 8	0 12	1 0	0 8	1 0
Second Class	0 4	0 6	0 8	0 4	0 8
Third Class	0 2	0 3	0 4	0 2	0 4
Horses and Carriages.....	3 0	4 0	4 0	3 0	5 0

Ulwa line Ferry steamer leaves Mody Bunder daily at 7 a. m., returning leaves Ulwa at 9-30 a. m.

Dharamtar line Ferry steamer leaves Mody Bunder at 12 noon; returning leaves Dharamtar at 2-30 p. m.

CHILDREN—Infants under two years, free; under 7 years, half fare.

Animals, Carriages, &c.	Uorun, Mandwa and Rewas	Hog Island and Karanja.	Ulwa and Dharamtar
	Rs a. p,	Rs. a. p.	Rs. a. p.
For each Cart	1 0 0	1 0 0	1 0 0
,, ,, Four-wheeled Carriage ..	3 0 0	3 0 0	3 0 0
,, ,, Bullock, Cow, Ass, Mule, Buffalo	1 0 0	1 0 0	1 0 0
,, ,, Horse	3 0 0	3 0 0	4 0 0
,, ,, Palanquin	1 0 0	1 0 0	1 0 0
Poultry, per dozen	0 1 0	0 1 0	0 1 0
Dogs, Pigs, Goats, &c.	0 2 0	0 3 0	0 4 0

JAYGHAD LINE.

(DAILY STEAMER.)

Miles	Down Voyage.		Miles	Up Voyage.	
..	Bombay ..... Dept.	7-0 a.m.	..	Jayghad..... Dept.	11-0 p.m.
21	Alibag ..... ,,	9-0 ,,	21	Dabhol ..... ,,	1-30 a.m.
8	Revadunda .. ,,	10-30 ,,	19	Harnai ..... ,,	3-30 ,,
17	Janjira ..... ,,	1-0 p.m.	12	Bankote..... ,,	5-30 ,,
19	Shrivardhan.. ,,	3-30 ,,	7	Shrivardhan.. ,,	6-30 ,,
7	Bankote ..... ,,	4-30 ,,	19	Janjira ..... ,,	9-0 ,,
12	Harnai ..... ,,	6-30 ,,	17	Revadunda .. ,,	11-30 ,,
19	Dabhol ..... ,,	8-0 ,,	8	Alibag..... ,,	12-30 ,,
21	Jayghad..... Arr.	10-30 ,,	21	Bombay..... Arr.	3-0 p.m.
124		15½ hours.	124		16 hours.

GOA LINE.

(DAILY STEAMER.)

Miles.	Down Voyage.		Miles.	Up Voyage.	
..	Bombay .....Dept.	12-0 Noon.	..	Mormugao ....Dept.	7-0 p.m.
100	Jayghad..... ,	11-30 p.m.	8	Panjim ..... ,,	9-0 ,,
25	Rutnagiri .... ,,	2-0 a.m.	29	Vingorla .. .... ,,	12-30 a.m.
25	Jytapur ..... ,,	4-30 ,,	18	Malwan ..... ,,	2-30 ,,
5	Viziadurg..... ,,	5-30 ,,	23	Dewghad ..... ,,	5-0 ,,
16	Dewghad .... .. ,,	7-30 ,,	16	Viziadurg ..... ,,	7-0 ,,
23	Malwan ..... ,,	10-0 ,,	5	Jytapur ..... ,,	8-0 ,,
18	Vingorla ..... ,,	12-0 Noon.	25	Rutnagiri .... ,,	11-0 ,,
29	Panjim ..... ,,	3-30 ,,	25	Jayghad ..... ,,	2-0 p.m.
8	Mormugao ....Arr.	4-30 p.m.	100	Bombay .....Arr.	5-0 a.m.
249		28½ hours.	249		34 hours

MANGALORE LINE.

APPROXIMATE TIME TABLE.

DOWN (STEAMER—BI-WEEKLY.)

Miles	Stations.	Days.	Hours.
..	Bombay .....Dept.	Wednesday and Saturday ..	5 p.m.
220	Mormugao..... ,,	Thursday and Sunday	7 p.m.
45	Karwar ..... ,,	,, ,, ...	Midnight.
32	Tadri ..... ,,	Friday and Monday	5 a.m.
8	Kumta..... ..... ,,	,, ,, ...	7 a.m.
9	Honavar ..... ,,	,, ,, ...	10 a.m.
24	Bhatkal .... ,,	,, ,, ...	1 p.m.
22	Kundapur ..... ,,	,, ,, ...	4 p.m.
21	Mulpy .... ,,	,, ,, ...	7 p.m.
30	Mangalore.....Arr.	Saturday and Tuesday	6 a.m.
411		Hours ..	61

UP

...	Mangalore .....Dept.	Saturday and Tuesday	6 p.m.
30	Mulpy ..... ,,	Sunday and Wednesday	7 a.m.
21	Kundapur ..... ,,	,, ,, ...	10 a.m.
22	Bhatkal ..... ,,	,, ,, ...	1 p.m.
24	Honavar ..... ,,	,, ,, ...	4 p.m.
9	Kumta ..... ,,	,, ,, ..	6 p.m.
8	Tadri ..... ,,	,, ,, ...	7 p.m.
32	Karvar..... ,,	,, ,, ...	Midnight.
45	Mormugoa..... ,,	Monday and Thursday	6 a.m.
220	Bombay ..... Arr.	Tuesday and Friday	6 p.m.
411		Hours..	72

KATHIAWAR LINE.

STEAMERS LEAVE PRINCE'S DOCK TUESDAY AND FRIDAY AT 10 A.M.

Stations.	Miles.	Cabin.	Poop.	Bridge.	Deck.
		Rs. a.	Rs. a.	Rs. a.	Rs. a.
Kodinar	160	10 0	4 0	2 0	1 0
Veraval	185	10 0	4 0	2 0	1 0
Mangrol	207	10 0	4 0	2 0	1 0
Porbandar	258	10 0	5 0	2 0	1 0
Dwarka	309	10 0	5 0	2 0	1 0
Mandvi	365	10 0	5 0	2 0	1 0
Moondra	391	10 0	5 0	2 0	1 0
Jamnagur	411	10 0	5 0	2 0	1 0

BHAVNAGAR LINE.—Steamers sail every Saturday at 10 a.m. from Bombay.—To Jaffrabad : Cabin, Rs. 10; Poop, Rs. 6; Bridge, Rs. 3; Deck, Rs. 2.—Bhavnagar : Cabin, Rs. 10; Poop, Rs. 6; Bridge, Rs. 4; Deck, Rs. 2.

Passengers must obtain their tickets from the Bunder Agents before embarking, and show the same to the Ticket Collector when going on Board, and deliver them up when demanded.

The Commanders have strict orders to refuse passengers without tickets.

Passengers discovered travelling without tickets will be charged double fare as between Bombay and Mormugao or Mangalore as the case may be.

The Company provide boats at all the Bunders between Bombay and Mangalore for landing and embarking passengers and their luggage free, but not on the Kathiawar line.

Passengers paying for excess passage or luggage on board are requested to obtain Checks from the Commanders, and they will obtain a refund of one-eight of the money paid, from any of the Company's agents, on presentation of such Checks within one month from their date of issue.

All fares are exclusive of diet.

CHILDREN.—Infants under one year, free. Children, between 1 and 12 years half-fare.

European passengers will be carried from port to port at first-class fares only, but no separate or exclusive accommodation will be reserved for Europeans to the exclusion of natives, the whole of the steamers being thrown open to native passengers.

LUGGAGE.—1st class passengers are allowed 8 maunds or 2 cwts. free; 2nd class passengers 4 maunds or 1 cwt. free; deck passengers 2 maunds or ½ cwt. free. All excess is charged for at 4 annas per maund of 28 lbs.

No luggage will be received on board unless accompanied by Luggage Pass-note from the Agents or Bunder Clerks.

PARCELS.—Packages not exceeding 4 maunds (112 lbs.) will be carred to and from any port at Re. 1, exceeding one cwt., at 4 annas per maund of 28 lbs.

PLACES OF INTEREST ALONG THE COAST.

ALIBAG is a very pretty place with good bungalows which can be hired beforehand, but it is a difficult place to land and get off at. Distance, 23 miles. Fares—1st Rs. 2-0-0, 2nd Rs. 0-8-0, 3rd Rs. 0-4-0.

REWADUNDA or Chowl, very pretty with Portuguese monastery and fort, but no place to put up at. Distance, 31 miles. Fares—1st Rs. 2-8-0, 2nd Rs. 0-12-0, 3rd Rs. 0-6-0.

JANJIRA—The chief town of the Habsan or territory of the Abyssinian Nawab, a very lovely spot. Excellent travellers' bungalow on a picturesque site, a mile from the landing place Carriages and boats obtainable on notice beforehand to the State Karbari. The Rajpuri creek runs 14 miles inland and presents a succession of most delightful views. Distance, 49 miles. Fares—1st Rs. 3, 2nd Re. 1-8, 3rd As. 12.

BANKOTE or Fort Victoria, our oldest settlement on the coast, inside the river Savitri. A small but excellent public bungalow on a lovely site available. Steam Flat goes up to Dasgaum, 25 miles, for Mahableshwar. The last 8 miles of the creek shoal water and tide has to be awaited, but at Maprol, 16 miles, up the river, the steam can always touch, and here there is an excellent travellers' bungalow and good road (47 miles) to Mahableshwar, while tongas can be had from Mahableshwar. Distance, 75 miles. Fares—1st Rs. 4-0-0 2nd Rs. 1-8-9, 3rd Rs. 0-12-0.

HARNAI, 12 miles from Bankote; all steamers stop. The old cantonment of Dapoli, 8 miles off, very pretty and salubrious. Excellent travellers and district bungalows; bullock dhumny or tonga obtainable. Distance, 87 miles. Fares—1st Rs. 5-0-0, 2nd Rs. 1-8-0, 3rd Rs. 0-12-0.

DABHOL, 20 miles from Harnai; all steamers stop; only a mosque to put up in; a steam Flat plies to head of creek, 27 miles, to Chiplun. Distance, 105 miles. Fares—1st Rs. 6-0-0, 2nd Rs. 1-8-0, 3rd Rs. 0-12-0.

JAYGHAD, 24 miles from Dabhol on the Shastri River; old town of Sangmeshwar at head of river 22 miles; good quarters in Jayghad fort; very lovely and salubrious. (A steam Flat plies daily to Toongon, distance 15 miles.) Distance, 125 miles. Fares—1st Rs. 6-0-0, 2nd Rs. 1-8-0, 3rd Rs. 0-12-0.

RUTNAGIRI, 24 miles south of Jayghad. Headquarters of district, excellent club; any one of respectability made honorary member. Messman, &c.; also travellers' bungalow. School of Industry well worth seeing, also fort; very lovely. Distance, 145 miles. Fares—1st Rs. 7-0-0, 2nd Rs 1-8-0, 3rd Rs. 1-0-0.

VIZIADURG, 36 miles from Rutnagiri. Lovely travellers' bungalow, perfect scenery and climate. Excellent district and dak bungalow at Waghoton, 8 miles up the creek. Fares—1st Rs. 7-0-0, 2nd Rs. 1-8-0, 3rd Rs. 1-0-0.

MALWAN, 40 miles south of Viziadroog. All steamers stop; very pretty place; Sindidroog (Sivaji's Fort). Capital and private quarters in the Mamlatdar's Office: ask Assistant Collector's permission. The Dhamapur Lake, one of the most beautiful spots in India, 11 miles off; good road. Bullock dhumny or pony to be got through Mamlatdar, *or tattoo*. Distance, 205 miles. Fares—1st Rs. 8-0-0, 2nd Rs. 1-8-0, 3rd Rs. 1-0-0.

VINGORLA, 20 miles south of Malwan. Customs Bungalow on Bunder overhanging sea generally obtainable. Travellers' bungalow and messmen in town; also Dutch Factory, nicest residence. Permission to occupy obtainable from Brigadier-General Commanding Belgaum. Sawant Wadi 14 miles off; good road; lots of bullock dhumnies. Distance, 222 miles. Fares—1st Rs. 9-0-0, 2nd Rs. 2-0-0, 3rd Rs. 1-0-0.

RAIREE FORT, 12 miles south of Vingorla; well worth seeing. Excellent house accommodation. Fort situated out in sea; very healthy. Steamers don't stop; good road for bullock dhumny from Vingorla.

GOA, 30 miles south of Rairee. All steamers stop; and hotel, very indifferent, but Goa will well occupy two days. Distance, 250 miles. Fares—1st Rs. 10-0-0, 2nd Rs. 2-0-0, 3rd Rs. 1-0-0.

Steam Navigation Companies.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

OFFICES:—SASSOON HOUSE, 50, CHURCH-GATE STREET.

AGENT GENERAL IN BOMBAY.—JOSEPH JANNI.

PASSENGER RATES FROM BOMBAY. *(Wine or Beer included.)*

	1st Class.	2nd Class.	Deck.
To Trieste or Brindisi.....	Rs. 500	Rs. 300	Rs. 130 (without food).
Return Tickets	,, 800	,, 480 (*available for six months*).	

Steamers will leave on the 1st of each month, and the new fast steamers "Imperator" and "Imperatrix" are now trading regularly on this line.

For further information see special advertisement at page 3.

ANCHOR LINE—INDIAN SERVICE.

Regular Service between Bombay, Liverpool, and Mediterranean Ports.

AGENTS IN BOMBAY.—W. & A. GRAHAM & Co., Parsee Bazaar Street.

RATES OF PASSAGE MONEY.	First Cabin.
From Bombay to Liverpool	Rs. 475
,, Marseilles	,, 400
,, Aden	,, 150
,, Suez	,, 300
,, Port Said	,, 300
From Aden to Liverpool	,, 350
,, Suez or Port Said to Liverpool	,, 200

BRITISH INDIA STEAM NAVIGATION COMPANY.

OFFICES:—ELPHINSTONE CIRCLE.

AGENTS IN BOMBAY.—MACKINNON, MACKENZIE & Co.

MONTAGUE C. TURNER, MANAGER.

RATES OF PASSAGE MONEY FROM BOMBAY.

From Bombay to—		From Bombay to—	
Kurrachee	Rs. 60	Bussorah	Rs. 200
Gwadur.....	,, 86	Carwar.....	,, 45
Muscat	,, 105	Mangalore	,, 60
Jask	,, 120	Cannanore	,, 68
Bunder Abbas.....	,, 128	Calicut and Beypore	,, 75
Linga.....	,, 143	Cochin and Narakal	,, 79
Bushire.....	,, 180	Tuticorin.....	,, 98
Falia and Fao.....	,, 195	Colombo	,, 105

HALL LINE OF STEAMERS.

From Bombay to Suez, Port Said and Liverpool.

AGENTS IN BOMBAY.—EDWARD BATES & Co.

RATES OF PASSAGE MONEY.

From Bombay to Suez	Rs.	300
,, Port Said	,,	350
,, Marseilles	,,	400
,, Liverpool	,,	475

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

OFFICES :—RAMPART ROW.

H. W. ULOTH, SUPERINTENDENT.

RETURN FARES—FOR THREE MONTHS.

	Brindisi or Marseilles. *Both ways.*	Brindisi or Marseilles *One way* and London. *One way.*	London. *Both ways.*
First Class	Rs. 900	Rs. 950	Rs. 1,000
Second Class	,, 500	,, 550	,, 600

FOR SIX MONTHS.

First Class	Rs. 1,000	Rs. 1,050	Rs. 1,100
Second Class	,, 550	,, 600	,, 650

FOR TWELVE MONTHS.

First Class	Rs. 1,100	Rs. 1,150	Rs. 1,200
Second Class	,, 600	,, 650	,, 700

	First Cl.	Second Cl.
To King George's Sound, Adelaide, Melbourne and Sydney and back, available for nine months	Rs. 600	Rs. 375
To Colombo and back, available for three months	,, 125	,, 75
To Calcutta and back, available for three months	,, 330	,, 165
To Penang or Singapore and back, available for six months	,, 450	,, 255
To Hong-Kong and back, available for six months	,, 630	,, 390
To Shanghai or Yokohama & back, available for six months	,, 810	,, 465
To Aden and back, available for six months	,, 375	,, 225
To Suez and back, available for six months	,, 750	,, 405

RATES OF BOAT FARES FOR BOMBAY HARBOUR.

JOLLY BOATS.	Fair Season. Crew 5 men.		Monsoon. Crew 5 men.	
	Rs.	A.	Rs.	A.
In Harbour per day	1	8	2	8
Half a day under 6 hours	1	0	1	4
Trip to a shipin the Harbour and there discharged.	0	6	0	10
Trip of 2 hours	0	12	1	0
Every additional hour	0	3	0	4
Trip to a vessel below the Middle Ground	0	14	1	4
Ditto and back	1	2	1	10
DINGHIES.	**Crew 4 men.**			
In Harbour per day	2	0	3	0
Half a day under 6 hours	1	0	1	8
Trip to a ship in the Harbour and there discharged.	0	8	1	0
Trip of 2 hours	0	10	1	0
Every additional hour	0	2	0	3
Trip to a vessel below the Middle Ground	0	10	1	4
Ditto and back	1	0	2	0
SUMBOOKS AND TONIES	**Crew 2 men.**			
Trip to a ship in the Harbour	0	3	0	5
Ditto and back	0	5	0	8
All day	1	9	1	4

BOATS LICENSED UNDER ACT VI. OF 1863.

BUNDER BOATS. *Season Limits—Fair Season from 1st October to 31st May; Monsoon from 1st June to 30th September.*	Fair Season. Crew 13 men.		Crew 11 men.		Crew 9 men.		Crew 7 men.		Monsoon. Crew 13 men.		Crew 12 men.		Crew 9 men.		Crew 7 men.	
	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.
Trip to Panwell or Tanna	9	0	8	0	7	0	6	0	12	0	10	0	9	0	8	0
Ditto Colsett Bunder	11	0	10	0	9	0	8	0	14	0	12	0	11	0	10	0
Ditto Bhewndy, Bassein, or Nagotna	13	0	12	0	11	0	10	0	15	0	13	0	12	0	11	0
Ditto Elephanta or Butcher's Island	6	0	5	0	4	0	3	0	8	0	7	0	6	0	5	0
Ditto on board of a ship in Harbour, and discharged within 4 hours	3	8	3	0	2	8	2	0	5	0	4	8	3	8	3	0
Ditto ditto 2 hours	2	12	2	4	1	12	1	4	3	8	3	0	2	8	2	4
Ditto on board of a ship below the Middle Ground. detained for more than 4 hours until the hire comes to a day charge, per hour	6	0	5	0	4	0	3	0	7	0	6	0	5	0	4	9
	0	8	0	6	0	5	0	4	0	10	0	8	0	6	0	0
Per day	6	0	5	0	4	0	3	0	7	0	6	0	5	0	4	

RATES OF TRAMWAY FARES.

From Sassoon Dock to—	a.	p.
Grant Buildings	0	6
Boree Bunder	1	0
Railway Crossing, Carnac Bunder via Frere Road	1	6
Crawford Market via Carnac Bridge	1	6
Crawford Market via Money School	1	6
Money School via Crawford Market	1	6
Pydownee	1	6
Any Point beyond Crawford Market on Waree Bunder line..	2	0
Any point beyond Pydownee ..	2	0
Any point beyond Money School on Girgaum Road	2	0
Any point beyond Carnac Railway Crossing on Frere Road..	2	0

From Grant Buildings to—		
Crawford Market or Money School	1	0
Crawford Market via Money School	1	6
Money School via Crawford Market	1	6
Jail Road	1	6
Thakurdwar	1	6
Railway Crossing, Carnac Bunder	1	6
Khetwaddy Back Road	1	6
Any point beyond Khetwaddy Back Road...	2	0
Portuguese Church	2	0
Waree Bunder	2	0
Any point beyond Jail Road .	2	0

From Secretariat or Dock Gate to—		
Pydownee	1	0
Thakurdwar	1	0
Railway Crossing, Carnac Bunder	1	0
Money School via Market ...	1	0
Market via Money School.. ..	1	0
Portuguese Church...	1	6
Waree Bunder	1	6
Khetwaddy Back Road	1	6
Jail Road	1	6
Any point beyond Jail Road ..	2	0
Any point beyond Khetwaddy Back Road..	2	0

From Dock Gate to—		
Crawford Market via Carnac Bridge	1	0

From Elphinstone Circle to—		
Waree Bunder via Frere Road (direct route)	1	0

From Boree Bunder Junction to—		
Crawford Market	0	6
Money School via Crawford Market	1	0
Market via Money School ..	1	0
Portuguese Church	1	0
Waree Bunder.	1	0
Jail Road	1	0
Khetwaddy Back Road	1	0
Grant Road	1	6
Victoria Gardens	1	6
Any point beyond Victoria Gardens	2	0

From Bori Bunder (Frere Road) to—		
Money School	1	0
Pydownee via Market	1	0
Pydownee via Kalbadevi	1	6
Thakurdwar	1	6
Corner of Grant Road	1	6
Bellasis Road	1	6
Portuguese Church	2	0
Grant Road	2	0
Parel	2	0

	a. p.
From Money School to—	
Pydownee via Kalbadevi... ...	0 6
Pydownee via Crawford Market.	1 0
Portuguese Church...	1 0
Bellasis Road via Kalbadevi ...	1 0
Waree Bunder	1 0
Corner of Grant Road via Kalbadevi...	1 0
Corner of Grant Road via Market	1 0
Bellasis Road via Crawford Market	1 6
Parel via Kalbadevi	1 6
Grant Road via Market	1 6
Parel via Crawford Market ...	1 6
From Crawford Market to—	
Pydownee via Abdool Raman Street	0 6
Pydownee via Money School ...	0 6
Portuguese Church...	1 0
Money School via Pydownee ..	1 0
Waree Bunder	1 0
Bellasis Road	1 0
Corner of Grant Road	1 0
To J. J. Hospital via Abdool Raman Street or Kalbadevi and Corner of Grant Road via Money School.	1 6
Parel	1 6
Grant Road via Money School ..	1 6
Parel via Money School	1 6

	a. p.
From Railway Crossing, Carnac Bunder, to--	
Pydownee via Kalbadevi.. ..	1 0
Thakurdwar...	1 0
Portuguese Church...	1 6
From Pydownee to—	
Prince's Dock via Market... ..	1 0
Thakurdwar	1 0
Grant Road	1 0
Victoria Gardens	1 0
Parel Terminus	1 0
Parel via Cornor of Grant Road.	1 6
Prince's Dock via Kalbadavi ...	1 6
Portuguese Church	1 6
From Waree Bunder to—	
Thakurdwar	1 6
Corner of Grant Road	1 6
Bellasis Road	1 6
Portuguese Church	2 0
Grant Road	2 0
Parel	2 0
From Corner of Grant Road to Victoria Gardens via Grant Road Extension	1 0
From Corner of Grant Road to Parel via Pydhownee	1 6
From Grant Road to—	
Parel	1 6
From Victoria Gardens to—	
Portuguese Church	2 0
From Thakurdwar to—	
Bellasis Road	1 6
Corner of Grant Road	1 9

The above fares are by direct routes. By indirect routes an extra charge of one anna will be made.

Children under three years of age not occupying seats are carried free.

Children under ten are charged half fare, excepting that no fare will be less than half anna.

Half-anna will be charged for half the One and half-anna fare.

Any child paying only half fare is not entitled to a seat if the same is wanted by a full-paying passenger.

THE MOST EXALTED ORDER OF THE STAR OF INDIA.

INSTITUTED 23RD FEBRUARY 1861, ENLARGED 1866, 1875 AND 1876.)

SOVEREIGN.

Her Most Gracious Majesty the Queen and Empress of India.

GRAND MASTER.

His Excellency the Right Hon'ble the Viceroy and Governor-General of India.

EXTRA KNIGHTS GRAND COMMANDERS.

1861.

H. R. H. Albert Edward, Prince of Wales.

1870.

" Alfred Ernest Albert, Duke of Edinburgh.

1877.

" Arthur Wm. Patrick Albert, Duke of Connaught & Strathearn.

" Field Marshal George William Frederick Charles, Duke of Cambridge.

1880.

The Most Noble the Marquis of Ripon, C.I.E.

1885.

The Right Hon. Sir James Fergusson, Bart.

General Sir Donald Martin Stewart, Bart.

1886.

The Right Hon. Sir Mount-Stuart Elphinstone Grant-Duff, C.I.E.

HONORARY KNIGHTS GRAND COMMANDERS.

1838.

H. H. Ismael Pasha, Ex-Khedive of Egypt.

1870.

Sir Ferdinand de Lesseps.

1875.

H.H. Muhammad Tewfik Pasha, Khedive of Egypt.

1879.

H. H. Beglar Begi Mir Muhammed Khodadad Khan, Wali of Khelat.

1885.

H. H. Abdur Rahman Kha Amir of Afghanistan.

1886.

H. H. Seyyed Ali bin Said bin Sultan, Sultan of Zanzibar.

1887.

H. R. H. Sultan Massoud Mirza, Yemin-ud-Dowlah, Zil-es- Sultan of Persia.

FIRST CLASS, OR KNIGHTS GRAND COMMANDERS, (G.C.S.I.)

1861.

H. H. Maharaja Dhulip Singh.

1867.

Field Marshal Robert Cornelis Lord Napier, Baron Napier of Magdala, in Abyssinia and of Carryngton, G.C.B.

1872.

The Rt. Hon. Thos. George Earl of Northbrook.

H. H. Nawab Shah Jehan, Begum of Bhopal, Member of the Imperial Order of the Crown of India.

1873.

General Sir N. B. Chamberlain, late Ben. Army, G.C.B.

1875.

H.H. Maharaja Jaswant Singh, Bahadur of Jodhpore.

1876.

The Right Hon. Earl of Lytton, G.C.B., C.I.E.

The Duke of Buckingham and Chandos, C.I.E.

1877.

H.H. Maharao Raja Ram Singh, Bahadur of Boondee, Councillor of the Empress of India, C.I.E.

H. H. Maharaja Brinjandar Sawai Jaswant Sing Bahadur, of Bhurtpore.

H.H. Maharaja Ishwari Prasad Narayan Singh Bahadur, of Benares.

1878.

Sir Richard Temple, Bart., late B.C.S., C.I.E.

Sir John Strachey, late B.C.S., C.I E.

1879.

H. H. Raja Hira Sing Malwandar Bahadur, of Nabha.

General Sir Frederick Paul Haines, C.I.E.

1880.

The Right Hon. Viscount Cranbrook.

H.H. the Nawab of Bahawalpur.

1884.

H. H. Maharaja Chamma Rajendra Wadeir Bahadur, of Mysore.

H. H. Asaf Jah, Nizam of Hyderabad.

Most Hon. the Marquess of Dufferin and Ava, G.C.B., K.P., G.C.M.G., G.C.I.E.

1886.

H. H. Maharao Raja Savai Mangal Singh Bahadur, of Ulwar.

H. H. Rawal Takht Singhji Jeswat Singhji, Thakur Saheb of Bhaunagar.

1887.

H. H. Maharaja Sayaji Rao Gaekwar Sena Khas Khail Shamsher Bahadur, of Baroda.

H. H. Maharana Dhiraj Fateh Singh Bahadur, of Odeypur.

H. H. Maharaja Adhiraj Shivajirao Holkar Bahadur, Maharaja of Indore.

H. H. Raja Shamsher Prakash Bahadur, of Sirmur.

1888.

H. H. Maharaja Adhiraj Savai Madhu Sing Bahadur, of Jaipur.

H. H. Sir Padmanabha Desa Nanji Balarama Varma, Shamsher Jang, Maharaja of Travancore.

SECOND CLASS, OR KNIGHTS COMMANDERS, (K.C.S.I.)

1866.

Sir Thomas Pycroft, late M.C.S.

Raja Sir Dinkar Rao, of Gwalior.

Genl. Sir Arthur Thomas Cotton, R.E., late Madras Engineers.

Raja Sir Tanjore Madava Rao, late Dewan of Travancore.

Sir Charles John Wingfield, late B.C.S., C.B.

Genl. Sir A. Burrowes Kemball, R.A., K.C.B.

Sultan Sir Datu Tummongong Abubakr, of Johore, Hony. K.C.M.G.

1867.

Sir William Muir, D.C.L., late B.C.S.

1868.

General Sir Edward L. Russell, late Bombay Army.

1869.

H H. Raja Rama Varma, of Cochin.

1871.

Major-Genl. Sir Frederic John Goldsmid, late M.S.C., C.B.

1873.

Major-Genl. Sir F. R. Pollock, late B.C.S.

Nawab Sir Khwaja Muhammad Khan Khattak, Khan Bahadur of Kohat.

Sir George Campbell, D.C.L., M.P., late B.C.S.

Sir A. J. Arbuthnot, late M.C.S., C.I.E.

Lieut.-Genl. Sir Harry Burnett Lumsden, late Col., B.S.C., C.B.

1874.

Sir Robert Henry Davies, late B.C.S., C.I.E.

Lieut.-Genl. Sir Richard John Meade, late B.S.C., C.I.E.

Lieut.-Genl. Sir Lewis Pelly, late Bo. S.C., K.C.B.

1875.

H. H. Maharaja Rudr Pratab Singh Mahindar, Bahadur of Panna.

Rao Sir Kasi Rao Holkar Dada Saheb, of Indore.

Rao Raja Ganpat Rao Khadki, Shamsher Bahadur, Dewan of Gwalior.

Nawab Sir Muhammad Faiz Ali Khan Bahadur, of Kotah.

General Sir Henry Ramsay, late B.S.C., C.B.

1876.

General Sir Samuel James Browne, B.S.C., V.C., K.C.B.

General Sir Dighton MacNaghten Probyn, V.C., C.B.

Surg.-Genl. Sir Joseph Fayrer, M.D., F.R.S.

1877.

Sir James Fitzjames Stephen, D.C.L.

H. H. Maharaja Anand Rao Puar, of Dhar.

The Right Hon'ble Sir Arthur Hobhouse, C.I.E.

H. H. Raja Saheb Mansinghji Ranmal, of Dhrangdra.

H. H. Jam Shri Vibhaji, of Navanagar.

Sir George Ebenezer Wilson Couper, Bart., late B.C.S., C.B., C.I.E.

Admiral Sir Reginald John Macdonald.

Sir Joseph Dalton Hooker, M.D., C.B., F.R.S.

Sir Thomas Lawrence Seccombe, C.B.

1878.

Genl. Sir Michael Kavanagh Kennedy, R.E.

The Hon. Sir Steuart Colvin Bayley, C.I.E.

1879.

Major-Genl. Sir Owen Tudor Burne, C.I.E.

Col. Sir Robert Groves Sandeman, B.S.C.

Sir Robert Eyles Egerton, late B.C.S., C.I.E.

1881.

The Hon'ble Sir Charles Umpherston Aitchison, C.I.E.

Sir Lepel Henry Griffin.

1882.

Maharaja Sir Jotendro Mohun Tagore.

1883.

Sir John Henry Morris, late B.C.S.

Major Sir Evelyn Baring, C.B., C.I.E.

1885.

Sir Augustus Rivers Thompson, B.C.S., C I.E.

Sir Charles Grant, late B.C.S.

Col. Sir E. R. C. Bradford.

Col. The Right Hon. Sir J. W Ridgeway.

1886.

Maharaj Partab Singh Bahadur, of Jodhpur.

Sir Juland Danvers.

Sir T. C. Hope, C.I.E.

Sir Charles Edward Bernard, B.C S.

Nawab Sir Khwaja Abdul Ghani Meeah, of Dacca.

Sir Wm. Chicheley Plowden.

1887.

Sir C. A. Elliott, Chief Commissioner, Assam.

The Hon'ble Sir W. W. Hunter, Director-General of Statistics.

Major Genl. Sir W. G. Davies, Financial Commissioner, Punjab.

H. H. Maharaja Sri Keshri Singhji, of Idar.

Colonel Sir James Johnstone, late Political Agent, Manipur.

1888.

Sir James Braithwaite Peile.

Moulvi Saiyid Ahmed, Bahadur.

Colonel Sir James Browne, R.E., C.B.

Sir James Broadwood Lyall.

Sir Charles Haukes Todd Crosthwaite.

1889.

Hon. Sir D. Miller Barbour, C.S.I., Ordinary Member of the Council of the Governor-General.

Nawab Muhammad Akram Khan, Chief of Amb.

Colonel S. Henry-Yule, C.B.

1890.

Sir Andrew Richard Scoble.

Sir Dennis Fitzpatrick.

1891.

Sir Phillip Perceval Hutchins, C.S.I.

THIRD CLASS, OR COMPANIONS, (C.S.I.)

1866.

Nawab Syad Asghar Ali, Khan Bahadur.
Fleetwood Williams, Esq., late B.C.S.
Samuel Mansfield, Esq., late Bo. [C.S.
Raja Velugoti Kumara Zachama Nayadu, Bahadur of Venkatagiri, Madras.
William Ford, Esq., late B.C.S.
Genl. C. T. Chamberlain, B.S.C.
Lieut.-Genl. Richard Strachey, R.E., F.R.S.
John Walter Sherer, Esq., late B.C.S. [K.C.B.
William Mackenzie, Esq., M.D.,
Lieut.-Genl. Richard Harte Keatinge, late Bo. S.C., V.C.
Maj.-Genl. John W. Younghusband, late Bo. S.C.
Eyre Burton Powell, Esq., M.A.
John Fleming, Esq.
Sir Albert A. David Sassoon, Bt.

1867.

Henry Philip A.B. Riddell, Esq., late B.C.S.
Lewis Bentham Bowring, Esq., late B.C.S.
Genl. James Maurice Primrose.
Edward Hare, Esq.

1868.

Lt.-Col. James Augustus Grant, C.B., late B.S.C.
Maj.-Genl. F. C. Cotton, late Madras Engineers.
Genl. Albert Fytche, late B.S.C.
Lieut.-Genl. Craven Hildesley Dickens, R.A.
John H. Oliver, Esq.

1869.

Genl. Henry Renny.
Richard Pryce Harrison, Esq., late B.C.S.
Lieut.-Genl. G. S. Montgomery, Bo. Army
Major Henry Court, late B.S.C.
Lieut.-Genl. John Blick Spurgin, late Madras Army.
William James Money, Esq., B.C.S.
Maj.-Genl. George Hutchinson, late B.S.C.; C.B.
Lieut.-Col. William Dickinson, late Bo. S.C.
Richard Vicars Boyle, Esq.
Mir Akbar Ali, Khan Bahadur of Hyderabad, Deccan.

1870.

Lieut.-Genl. Sir Peter Stark Lumsden, G.C.B
Raja Jai Kishan Das Bahadur, N.W.P. [den, C.B.
Genl. Henry Errington Long-
Genl. Sir H. Edward Landor Thuillier, R.A., F.R.S.
Lieut.-Genl. Sir Martin Dillon, K.C.B.
Babu Siva Prasad, of Benares.

1871.

Mir Shahamat Ali, Central India.
Lionel Robert Ashburner, Esq., late Bo. C.S.
Major-Genl. Alexander Cunningham, R.E., late Bengal Army, C.I.E.

1872.

Col. George Bruce Malleson, late B.S.C.
Muhammad Hayat Khan, Esq., Punjab.
Major-Genl. A. Thomas Etheridge, late Bo. S.C.
Col. Charles Bean Euan-Smith, Madras Army.

1873.

Col. Beresford Lovett, R.E.
Surg.-Genl. Henry Walter Bellew.
John Forbes David Inglis, Esq., late B.C.S.
John Ware-Edgar, Esq., B.C.S.

1874. [B.S.C.

General Henry Hopkinson,
Major-Genl. Thomas Edward Gordon, B.S.C.

1875.

Robert Barclay Chapman, Esq., B.C.S. [M.C.S.
William Holloway, Esq., late
Edward Wm. Ravenscroft, Esq., Bo. C.S.
General Francis Hornblow Rundall, R.E.
Henry Peveril Le Mesurier, Esq.
Rao Bahadur Becherdas Ambaidas.

1876.

Philip Sandys Melvill, Esq., late B.C.S. [M.S.C.
Major-Genl, James Michael,
Major-Genl. Arthur Edward Augustus Ellis, Grenadier Guards.
Colonel Philip Durham Henderson, Mad. Cav.
Major-Genl. Harvey Tuckett Duncan, late M.S.C.

1877.

Syad Fateh Ali Khan Bahadur, Nawab of Banganapalli.
Whitley Stokes, Esq., C.I.E.
George Thornhill, Esq., late M.C.S.
Azam Gowrishankar Odeshankar, Bhavnagar.
Thos. H. Thornton, Esq., D.C.L, late B.C.S.
Amaravati Shaeshia Shastri, Dewan of Travancore.
Alexander McLaurin Monteath, Esq., late B.C.S.
Bakhshi Khoman Singh, Comdt. of the Forces of H. H. Maharaja Holkar, of Indore.
Charles Theophilus Metcalfe, Esq., B.C.S,
Dosabhai Framji Karaka, Esq.
Lt.-Col. Leopold John Herbert Grey, B.S.C.
Sir Geo. C. Molesworth Birdwood, K.C.I.E., M.D., LL.D.
Sir Edwin Arnold, Esq., K.C.I.E.
Lieut.-Genl. George Cliffe Hatch, B.S.C.

1878.

General Charles James Merriman, R.E.
Sir James Bellet Richey, K.C.I.E., Bo. C.S.
John Henry Garstin, Esq., M.C.S.
Robert Davidson, Esq., late M.C.S.
Col. Sir Colin Campbell Scott Moncrieff, K.C., M.G., R.E.

1879.

Sahibzadah Abed Ulla Khan.
Colonel W. Garrow Waterfield, B.S.C.

1880.

Sirdar Bakhshi Gundah Singh, of Patiala.
Dewan Ram Jas, of Kapurthalla.

1881.

Colonel Montague Protheroe, C.B.
Lieut.-Col. Henry Wylie, Genl. List, Infantry.
Col. William Tweedie, B.S.C.
Sir Henry Mortimer Durand, K.C.I.E.
Sir Donald Campbell Macnabb, late B.C.S.
Wazirzadah Muhammad Afzul Khan, late Pol. Assistant in Afghanistan.
Major-General John Salisbury Trevor, R.E.
Horace Abel Cockerell, Esq., B.C.S. [B. S. C.
Major-Genl. Samuel Black, late
Lieut.-Genl. William Coussmaker Anderson, B.S.C.

1882.

Col. Ed. Chas. Ross, Bo. Staff Corps.
William Hudleston, Esq., M.C.S.
Charles Paget Carmichael, Esq., B.C.S

1883.

Wm. B. Jones, Esq., B.C.S.
Lieut.-Genl. Sir G. T. Chesney, R.E., K.C.B., C.I.E.

1884.

Sir Jamsetjee Jejeebhoy, Bart.
Charles Gonne, Esq., late Bo. C S. [Ben. S.C.
Major-Genl. Robert Murray,

1885.

Henry W. Primrose, Esq.
H. J. Reynolds, Esq. [M.D.
Surg.-Genl. J. M. Cunningham
Nawab Mahomed Sarfuraz Khan, of Dera.
Major-Genl. M. W. Willoughby, Bo. S.C.
Lieut.-Col. F. M. Hunter, Bo. S.C. 1886 [Esq
Courtenay Peregrine Ilbert,
The Hon Henry Edward Sullivan, M.C.S.
Alexander Mackenzie, Esq., B.A., B.C.S.
Charles Bradley Pritchard, Esq., Bo. C.S

1887.

The Hon'ble C.G. Master, Member of Council, Madras
John Graham Cordery, Esq., Resident, Hyderabad.
K. Sheshadri Iyer, Esq., Dewan of Mysore.
H. N. B. Erskine, Esq., Commissioner of Sind.
The Hon'ble Babu Peary Mohun Mookerjee, Calcutta.
Sir F. R. Hogg, Esq., Director-General of Post Offices.
Colonel Sir W. S. A. Lockhart.
Geo. James Spence, Hodgkinson, Esq., Ben. Civil Service
Major Charles Edward Yate, Bombay S. C.
W. R. H. Merk, Esq., Bengal Civil Service. [Lahore.
Nawab Abdul Majid Khan,
Dennis FitzPatrick, Esq., Bengal Civil Service.
The Jagirdar of Alipura.
The Maung Gaung Kinwan Mingji.
Sir Gerald Seymour Vesey Fitz-Gerald, K.C.I.E.

1888.

Major-General Oliver Richardson Newmarch.
Philip Percival Hutchins, Esq.
William Erskine Ward, Esq.
Francis Langford O'Callaghan, Esq., C.I.E.
Edward Raban Cave-Browne, Esq.
James Westland, Esq.
Anthony Patrick MacDonnell Esq.

1889.

Geo. Douglas Burgess, Commissioner, N. D. of Upper Burma.
Col. E. Lacon Ommanney, Commissioner and Supt. of the Peshawar Division.
Hon. H. E. Stokes, Member of the Council of the Governor of the Presidencies of Fort St. George.

1890.

William Mackworth Young, Esq., Bengal Civil Service
Col. George Edward Langhane Somerset Sandford, C.B., R.E.
Lieut.-Col. Robert Warburton, Bengal Staff Corps.
Col. Charles Kenneth Mackenzie Walter, B.S.C.
Fredrick Barnes Peacock, Esq., late B.C.S.
James Richard Naylor, Esq., B.C.S.
Fredrick William Richards Fryer, Esq., B.C.S.
The Hon. Robert Joseph Crosthwaite, B.C.S.
Surg.-Major Alfred Loraine Lethbridge, M.D., I.M.S.
William Young, Esq.
David R. Lyall, Esq.
Sirdar Iivan Singh of Patiala.
Col. Percy W. Powlett,

1891.

Col. George Herbert Trevor, Staff Corps,

ORDER OF THE INDIAN EMPIRE.

(INSTITUTED 31ST DECEMBER 1877.)

SOVEREIGN.

Her Most Gracious Majesty the Queen and Empress of India.

GRAND MASTER.

His Excellency the Right Hon'ble the Viceroy and Governor-General of India.

EXTRA KNIGHTS GRAND COMMANDERS.

1887.

Field Marshal H. R. H. the Prince of Wales, K.G., K.T., G.C.B., K.P., G.C.S.I., G.C.M.G.
Admiral H. R. H. the Duke of Edinburgh, K.G., K.T., K.C.B., K.P., G.C.S.I., G.C.M.G.
Lieut.-General H. R. H. the Duke of Connaught and Strathearn, K.G., K.T., K.P., G.C.S.I., G.C.M.G., C.B.
Field-Marshal H. R. H. the Duke of Cambridge, K.G., K.T., G.C.B., K.P., G.C.S.I., G.C.M.G.

KNIGHTS GRAND COMMANDERS.

1887.

The Most Hon'ble the Marquis of Dufferin and Ava, G.C.B., K.P., G.C.S.I., &c.
The Right Hon'ble Robert Lord Connemara.
The Right Hon'ble Donald James Lord Reay.
Lieut.-Genl. Sir Frederick Sleigh Roberts, Bart., G.C.B., V.C., Commander-in-Chief in India.
H. H. the Rao of Kutch.

1888.

H. H. Maharaja Nripendra Narayan Bhup Bahadur, of Kutch Behar.

1890.

The Right Hon'ble George Robert Canning Lord Harris.
H. H. Bahadur Khanji Mohobat Khanji, The Nawab of Junagarh.
H. H. Amir-ud-Daulah Wasir-ul-Mulk, The Nawab of Tonk.
Ihtisham-ul-Mulk Rais-un Daulah Amir-ul-Mara Nawab Ali Kadir Sayid Hasan Ali Bahadur, of Murshidabad.

EXTRA KNIGHT COMMANDER.

Major Genl. Sir George Stewart White, V.C., K.C.B.

KNIGHT'S COMMANDERS.

1887.

The Hon'ble Sir Edmund Drummond.
Sir Alfred Comyns Lyall, K.C.B.
Sir Robert Anstruther Dalyell, C.S.I.
Major-General Sir Alex. Cunningham, R.E., C.S.I.
H. H. Thakore Saheb Bhagwut Singh, of Gondal.
Rana Sir Shankar Bakhsh Sing, Bahadur.
Sir Dietrich Brandis.
Sir Monier Williams.
Maharaja Sir Pasupati Ananda Gajapati Raz, of Vizianagram.
Sir Alexander Meadows Rendel.
Sir Donald Campbell MacNabb, C.S.I.
Nawab Munir-ud-Dowla Sir Salar Jung, Bahadur.
Sir George Christopher Molesworth Birdwood, M.D., C.S.I.
H. H. Raja Ranjit Singh, of Rutlam.
Surgeon-General Sir Benjamin Simpson, M.D.
Sir Albert James Lappoc Cappel.
Nawab Ali Kader Sayed Husen Ali, Bahadur.
Maharaja Luchmessur Singh, Bahadur.
Bapu Saheb Avar.
Sir Donald Mackenzie Wallace.
Sir Alfred Woodley Croft.
Sir Bradford Leslie.
H. H. The Thakore Saheb of Morvi.
The Thakore Saheb of Limri.
Sir Gerald Seymour Vesey Fitzgerald, C.S.I.

1888.

Sir Charles Arthur Turner.
Nawab Bushir-ud-Dowla Amir-i-Akbar Asman Jah, Bahadur.
Nawab Shams-ul-Umara Amir-i-Kabir Khushed Jah, Bahadur.
Sir Edwin Arnold, C.S.I.
Maharaja Radha Prasad Singh, of Dumraon.
Vinakerala Varma, Raja of Cochin.
Sir Arthur Nicholson, C.M.G.
Sir Raymond West.
Nawab Nawazish Ali Khan.
Sir Guildford Lindsay Molesworth.
Sir Frederick Russell Hogg, C.S.I.
Sirdar Navroz Khan of Kharan.
Surgeon-General Sir William James Moore.
Nawab Imam Baksh Khan.
Sirdar Atar Singh, of Bhador.
Raia Velugoti Sri Raja Gopala Yachendralavaru of Venkatagiri, C.S.I.
Maharaja Harendra Kishor Singh, Bahadur, of Bettia.
Sir Gregory Charles Paul.
Maharaja Narendra Krishna Deb, Bahadur.

1889.

Sir H. M. Durand, C.S.I., Secretary to the Government of India, in the Forest Department.
Maharaja Krishna Pratap Sahai Bahadur, of Hatwa.
Sir A. G. Macpherson, Judicial and Public Secretary, India Office, London.
Sir William Markby. D.C.L.
Sir H. S. Cunningham.
Maharana Shri Wakhatsinghji, Rajah of Lunavada.
Sir John Ware Edgar, C.S.I. Chief Secretary to the Government of Bengal.

1890.

Sir Roper Lethbridge.
Sir James Bellett Richey, C.S.I.
Major-Genl. Sir George S. White, K.C.B., V.C.

1891.

The Hon. Sir Charles Bradley Pritchard, C.S.I.

EX-OFFICIO COMPANIONS.

1878.

The Earl of Lytton, G.C.B., G.C.S.I.
Alexandar Sir John Arbuthnot, K.C.S.I.
His Highness the Raja of Bundi, G.C S.I.
The Duke of Buckingham and Chandos, G.C.S.I.
Lieut.-General Sir Andrew Clarke, R.E., G.C.M.G., C.B.
Sir George Ebenezer Wilson Couper, Bart., K.C.S.I., C.B.
Sir Robert Henry Davies, K.C.S.I.
Sir Robert Eyles Egerton, K.C.S.I.
Field Marshal Sir Frederick Paul Haines, G.C.B., G.C.S.I.
The Right Hon'ble Lord Hobhouse, K.C.S.I.
General Sir Edwin Beaumont Johnson, G.C.B.
General Sir Henry Wylie Norman, G.C.B., G.C.M.G.
Whitley Stokes, Esq., C.S.I.
Sir John Strachey, G.C.S.I.
Sir Richard Temple, Bart., G.C.S.I.
Sir Augustus Rivers Thompson, K.C.S.I.

1880.

Right Hon'ble Sir James Fergusson, Bart., G.C.S.I., K.C.M.G.
The Marquess of Ripon, K.G., G.C.S.I.
Major Sir Evelyn Baring, G.C.M.G., K.C.B., K.C.S.I.

1881.

General Sir Donald Martin Stewart, Bart., G.C.B., G.C.S.I.
Right Hon'ble Sir Mountstuart Elphinstone Grant Duff, G.C.S.I.

1882.

Sir Charles Umpherston Aitchison, K.C.S.I.
Courtenay Peregrine Ilbert, Esq.
Sir Theodore Cracraft Hope, K.C.S.I.

1883.

Sir Auckland Colvin, K.C.M.G.

1886.

ieut.-General Sir George Tomkny Chesney, R.E., K.C.B., C.S I.

COMPANIONS.

1878.

Meer Mahmood Khan, eldest son and heir of H. H. the Khan of Khelat.
The Hon'ble Louis Steuart Jackson, late Puisne Judge of the High Court of Judicature, Bengal.
General Sir Richard John Meade, K.C S.I., late Resident at Hyderabad.
Sri Rajamani Raja Deo, Zemindar of Mandasa, Madras.
Meer Jam Ali Khan, eldest son and heir of the Jam of Lus Beyla, Khelat.
Sirdar Asad Khan, Chief of the Sarawan Brahuis, Khelat.
Major General Sir Owen Tudor Burne, K.C.S.I., Secretary in the Political and Secret Department of the India Office.
Sirdar Gohur Khan, Chief of the Jelawan Brahuis, Khelat.
Richard Kaye Puckle, Esq., late Second Member of the Board of Revenue.
Nawab Syad Vilayut Ali Khan, Banker, Zemindar and Honorary Magistrate, Patna, Bengal.
Lieut.-General William George Mainwaring, late Commandant, 30th Bombay Native Infantry.
Rai Bahadur Rajendra Lala Mitra, LL.D., Presidency Magistrate and Municipal Commissioner, Calcutta.
Surgeon-General John Fullerton Beatson, M.D., Indian Medical Department.
Surgeon-General James Tyrell Carter Ross, Indian Medical Department.
Norman Robert Pogson, Esq., F.R.A.S., Government Astronomer and Meteorological Superintendent, Madras.
Sir William Wilson Hunter, K.C.B., LL.D., Director General of Gazetteers, and Additional Member of Council of the Governor-General.
Major-General Edward Charles Sparshott Williams, R.E., late Deputy Secretary, Public Works Department, Railway Branch.
Rear-Admiral John Bythesea, R.N., C.B., V.C., C.S.I., late Consulting Naval Officer for the Marine Department of the Government of India.
Major-General Bendyshe Walton, Honorary Aide-de-Camp to the Governor-General, Supdt. and Agent, Army Clothing, and late Commandant of the Calcutta Volunteer Rifles.
Major-General Henry Moore, Bo. S.C., C.B., Interpr. to H. E. the Commander-in-Chief in India.
The Hon'ble Tiruvarur Muthuswami Ayar, B.L., Judge of the High Court of Judicature at Madras.
Lieut.-General William Gordon, B.S.C., C.B.
Donald Graham, Esq., late of Bombay.
Johann George Bühler, Esq., Ph. D., late of the Bombay Educational Service.
Bapu Diva Shastri, Professor of Mathematics, Sanscrit Collage, [Benares.

Thomas Mitchell Gibbon, Esq., Indigo Planter, Bengal, and Manager of the Bettiah Estates.
Roper Lethbridge, Esq., M.A., Bengal Educational Service.
Babu Bhudev Mukerjee, Bengal Educational Service.
George Smith, Esq., LL.D., Edinburgh.
John Henry Rivett-Carnac, Esq , Opium Agent, Benares.
Lieut.-Col. the Hon'ble George Campbell Napier, late on special duty in Persia.
Roscoe Bocquet, Esq., Agent of the Sind, Punjab & Delhi Railway.
James Blackburn Knight, Esq., late Member of the Bengal Legislative Council, Honorary Magistrate of Calcutta.

1879.

George W. Allen, Esq., late of the *Pioneer*, Allahabad.
Bomanjee Jamaspjee, Esq., late Assistant Commissioner, Hyderabad Assigned Districts.
William Digby, Esq., late Secretary to the Madras Famine Relief Fund.
Frederick Salmon Growse, Esq., M.A., Bengal Civil Service, Magistrate and Collector of Bulandshahr, N.-W. Provinces.
Colonel Eugene Clutterbuck Impey, Bengal Staff Corps, late Resident, Nepal.
Baba Khem Singb, Rais and Landholder of Dipalpur, in the Punjab.
Lieut.-Col. Edward Samuel Ludlow, Madras Staff Corps, Assistant Commissioner, Hyderabad Assigned Districts.
Raja Mangul Sing, Babadur of Bhinai, Ajmir District.
Moung Oon, Esq., late Second Judge of tthe Small Cause Court at Rangoon.
Surgeon-Major Daniel Robert Thompson, M.D., Surgeon, 1st District, and Medical Inspector of Emigrants, Madras.
Lieut.-Genl. James Francis Tennant, R.E., Mint Master, Calcutta.
Andrew Wingate, Esq., Bombay Civil Service, late Assistant Secretary, Famine Commission.
M. Pierre Francois Henri, Nanquette.
Sir Francis Philip Cunliffe Owen, K.C.B., K.C.M.G.

1880.

Surg.-General William Robert Cornish, F.R.C.S., Indian Medical Department, Member of the Madras Legislative Council.
Lieut.-General Sir Henry D. Daly, G.C.B., late Agent to the Governor-General in Central India.
Pandit Ishwara Chandra Vidya Sagara, Bengal.
The Rev. Father Eugene Lafont, S.J., late Rector of St. Xavier's College, Calcutta.
Stephen Paget Walter Vyvyan Luke, Esq., Officiating Superintendent of Telegraphs ; late in charge of Telegraphs with the Khyber Field Force.
Charles James Lyall, Esq., Bengal Civil Service, Secretary to the Chief Commissioner of Assam.
Charles Gordon Welland Macpherson, Esq., Bombay Civil Service, Sessions Judge, Satara.

The Hon'ble Mir Humayun Jah Bahadur, Non-official Member Madras Legislative Council.
Charles Edward Pitman, Esq., Officiating Superintendent of Telegraphs; late in charge of Telegraphs with the Kandahar Field Force.
Pandit Surup Narain, Political Asst. and Deputy Bheel Agent, Manipur, Central India.
Kazi Shahab-ud-din, late Dewan of the Baroda State.
George Sibley, Esq., C.E., late Chief Engineer of the East Indian Railway.
Raja Sir Sourindro Mohun Tagore, Doctor of Music, President of the Bengal Musical School.
Sir Ronald Ferguson Thomson, F.R.G.S., Her Majesty's Envoy Extraordinary and Minister Plenipotentiary at Teheran, Persia.
Dr. Johann Eliza De Vry, Matheseos Magister, Philosophiæ Naturalis Doctor, Leiden.
Sirdar Jaggat Singh of Jhind.
The Dewan Bishen Singh of Nabba.
Sirdar Nabi Bakhsh of Kapurthalla.

1881.

David Ross, Esq., Traffic Manager, Sind, Punjab and Delhi Railway.
Richard Issac Bruce, Esq., Political Agent, Thal Chotiali, Beluchistan.
James Thomas Christie, Esq., District Superintendent of Police, Punjab.
Alexander Frederick Douglas Cunningham, Esq., late Offg. Superintendent of the Kapurthala State, Punjab.
Mirza Hasan Ali Khan, Political Assistant at Kandahar.
The Hon'ble Sir Steuart Colvin Bayley, K.C.S.I., Lieutenant-Governor of Bengal.
Pandit Mohesh Chandra Nyaratna, of the Sanskrit College, Calcutta.
Major William Hutt Curzon Wyllie, B.S.C., Political Agent, Kotah (Rajputana).
Mirza Gholam Ahmed, Extra Assistant Commissioner, Peshawar.
Surgeon-Major Edward John Waring, late of the Madras Medical Establishment.
Shahzadah Sultan Jan Suddozaie.
Brigade Surgeon J. Anderson.
Sorabji Shapurji Bengali.
Surgeon Charles W. Owen, C.M.G.

1882

William Mackinnon, Esq., Chairman, B.I.S.N. Co. Ld.
Sayyid Lutf Ali Khan of Behar, Bengal.
Henry L. Dampier, Esq., late Member of the Legislative Council Bengal.
General J. A. Fuller, late Supdg. Engineer, N.D., Bombay.
John Lambert, Esq., Deputy Commissioner of Police, Calcutta

Rao Bahadur Mahadew Vasudev Barve, Karbhari of the Kolhapur State.
George F. Mathew, Esq., late Traffic Manager, Indus Valley State Railway.
Mirza Abbas Khan of Meshed, Persia.
Rao Bahadur Tantia Gorey, late Minister of the Dewas State.
Rai Bahadur Hittu Ram, Native Assistant to the Agent, Governor-General, Beluchistan.
Sayid Abdul Hakk, Sirdar Dilaer Jung Bahadur, in the employ of H. H. the Nizam.
Khan Bahadur Saiyad Aulad Hasain, Assistant Commr., Central Provinces.
Khan Bahadur Pestonji Jehangir, head of the Settlement Dept., Baroda State.
Hony. Major John Robertson, Assistant Accountant-General, Military Department.
Sir William Mackinnon, Bart.
Syed Lutf Ali Khan.
Moung Shway Kyee, Assistant District Superintendent of Police, Amherst, British Burma.
Subadar-Major Mowladad, Sirdar Bahadur, 20th Ben. N. I.

1883.

H. H. the Maharaja Anand Rao Puar, K.C.S.I., of Dhar.
H. E. Ali Kuli Khan, Mukhbar-ud-Daula.
H. E. the Maharaja of Dhar.
Sir Henry Christopher Mance, Esq., Engineer and Electrician, Indo-European Telegraph Department.
Henry George Keene, Esq., M.R.A.S., late of the Bengal Civil Service.
Brigade-Surgeon J. E. T. Aitchison, M.D., I.M.D.
Dr. Mohendro Lall Sircar, Presidency Magistrate, Calcutta.
Nawab Abdul Latif, late Deputy Magistrate, Sealdah, 24-Perg.
Ragoonath Narayen Khote, Esq., late Chairman, Municipal Corporation, Bombay.
Syed Bakir Ali Khan, Bulandshahr District.
Captain Claude Clerke, Tutor to H. H. the Nizam of Hyderabad.
Gaspar Purdon Clerke, Esq., Science and Art Department, South Kensington Museum.
Surgeon-General George Bidie, M.B., I.M.D., Superintendent, Government Central Museum, Madras.
Fred. Charles Berry, Esq., B.A., B.C.S., Political Agent, Kalahandi, C.P.
Alexander Grant, Esq., M.I.C.E., late Engineer-in-Chief, Punjab Northern State Railway.
F. L. O'Callaghan, Esq., M.I.C.E., Engineer-in-Chief, Punjab Northern State Railway.
Lieut.-Colonel David Wilkinson Campbell, Hony. A.D.C. to H. E. the Viceroy.
Lieut.-Colonel F. Peterson, Commandant, 2nd Punjab Volunteer Corps.

Colonel Thomas Ross Church, M.S.C., Commandant, Madras Volunteer Guards.
Lieut.-Colonel Samuel Jackson, Commandant, G. I. P. Railway Volunteer Corps.
Thakur Bichu Singh, Principal Member, Dholpore State Council.
Fred. A. H. Elliot, Esq., B.C.S., Superintendent, Revenue Survey and Settlement, Baroda State.

1884.

Col. Robert Home, R.E., Chief Engineer and Joint Secretary to Government, Punjab Irrigation Branch, P.W.D.
Baden Henry Baden-Powell, Esq., Ben. C.S., late Additional Commissioner, Rawul Pindi and Lahore Divisions.
Pandit Het Ram. Dewan of the Rewah State.
John Faithful Fleet, Esq., Bombay C.S., Epigraphist to the Government of India
Rajé Sugatur Yeminedi Sankara Royel Yesonauth Bahadur, Zamindar of Punganur, North Arcot.
Sardar Ajitsingh, Attariwala, Assistant Commissioner, Punjab.
George Alfred Barnett, Esq , Agent, G. I. P. Railway, and a Trustee of the Port of Bombay.
Baboo Chota Lall Sijwar, Honorary Magistrate, Gya.
The Rev. William Miller, M.A., Principal, Madras Christian College.
The Hon'ble Kashinath Trimbak Telang, M.A., LL.B., Judge of the High Court, Bombay.
Benjamin Lewis Rice, Esq., Director of Public Instruction, Mysore.
Capt. George O'Brien Carew, Deputy Director of Indian Marine.
Rai Bahadur Kanhai Lal De, late Teacher of Chemistry and Medical Jurisprudence, Sealdah, Campbell Medical School, Presidency Magistrate and a J. P. of Calcutta.
Col. Charles Edward Stewart, Bengal S.C., Commander, 5th Punjab Infantry.
Babu Durga Charn Laha, Presidency Magistrate, Calcutta, and late Member of the Viceroy's Legislative Council.

1885.

M. Francois Alfred Puton, Director of the Forest School at Nancy, France.
M. Lucien Boppe, Sub-Director of the Forest School at Nancy, France.
Lieut.-Col. L. Conway-Gordon, R.E., Manager, Eastern Bengal State Railway.
James McNabb Campbell, Esq., M.A., Bo. C.S., Assistant Collector and Magistrate, Bombay.
Rao Saheb Mahipatram Rupram Nilkanth, Principal, Ahmedabad Training College.
R. T. H. Griffith, Esq., M.A., Director of Public Instruction, N.-W. P. & Oudh.

Kumvar Harnam Singh, Ahluvalia, of the Kapurthala State.
Sirdar Bahadur Risaldar-Major Isri Prasad, Central India Horse.
Demetrius Painoty, Esq., Assistant Private Secretary to H. E. the Viceroy.
Colonel R. P. Nisbet, B.S.C., Deputy Commissioner, Rawal Pindi.
Surgeon-General Francis Day, I.M.D., late Inspector-General of Fisheries, Europe.
J. B. N. Hennessy, Esq., M.A., F.R.S., late Deputy Surveyor General, Trigonometrical Branch, Survey of India.
Dalpatram Dayabhai, Poet of Guzerat, Bombay.
Captain A. C. Talbot, B.S.C., Political Agent, Bikanir, Rajputana.
James Burgess, Esq., LL.D., M.R.A.S., F.R.G.S., Archæological Surveyor, Western and Southern India.
George Hamnet, Esq., Inspr.-General of Registration, Madras.
Sir Ramaswamy Mudaliar Avargal, of Madras.

1886.

Lieut.-Col. Lord William L. de la Poer Beresford, V.C., 9th Lancers.
Lieut.-Colonel Andrew Higgins, Punjab Volunteer Rifles.
M. S. Howell, Esq., B.A., C.B.S., N.-W. Provinces.
C. A. R. Browning, Esq., M.A., Central Provinces.
Sirdar Bahadur Mansing, late 9th B.C.
A. N. Wallaston, Esq., India Office.
Muhammad Hasan Khan, Commander-in-Chief of the Bhopal Army.
Raja Jung Bahadur Khan of Nanpara, Oudh.
Babu Sarat Chandar Das, Bengal.
Pandit Dharain Narain, Rai Bahadur, Central India.
General the Hon. Sir A. E. Hardinge, K.C.B.
Lieut.-Col. Viscount Downe, 2nd Life Guards.
Seth Lachhman Das, of Muttra (N.-W. Provinces.)
E. S Symes, Esq., Bengal C.S., Burma.
Rao Bahadur Runchodlal Chotalal, of Ahmedabad.
Deputy Surgeon-General A. M. Dallas, Indian Medical Service, Bengal.
F. C. Kennedy, Esq., Irrawady Flotilla, Burma.
George Watt, Esq., M.D., Bengal Educational Service.
Sir John William Tyler, M.D., Superintendent, Central Prison, Agra.
Colonel A. L. Messurier, R.E., Mysore.
Major Richard Nevill, Commandant, the Nizam's Regular Troops.
Mancherji Mervanji Bhavnagri, Esq., Bombay.
J. R E. J Royle, Esq., India Office.

1887.

Colman P. L. Macaulay.
Sirdar Jewan Singh Buria.
John Lockwood Kipling.
Dr. F. Kielhorn, Ph. D.
Rai Mahta Punna Lall,
Brigade Surgeon H. E. Busteed.
Mr. Pestonji Hormusji Cama.
Carl H. Griesbach, Esq., Geological Survey.
Captain F. D. Raikes, Deputy Commissioner, Burma.
The Hon. Rao Bahadur Mahadeo Govind Ranade, Bombay.
Captain A. F. de Laessoe, C. M. G.
Sirdar Shere Ahmed Khan, Punjab.
Sirdar Muhammad Aslam Khan, 5th Bombay Cavalry.
Henry M. Mathews, Esq., Manager, Burma State Railway.
Palle Chentsal Rao Pantulu, Madras.
Colonel John Stewart, R.A., Cawnpore.
Syid Amir Ali, Calcutta.
Hon. Henry Seymour King, M.P.
G. J. Swan, Irrawady Flotilla Company.
Dr. Thomas Beath Christie, M.D.
Wm. James Maitland, Esq.
Moung U. Pe Zi Linkedaw Myo Wun of Mandalay.
Kumar Shri Kalooba.
Captain C. W. Muir.
Ressaldar Major Nizamuddin Khan, Sirdar Bahadur.
Ressaldar Sher Singh.
Ressaldar Jafar Ali Khan.
Colonel G. R. Goodfellow, Bo. S.C.
Colonel C. Wodehouse, Bo. S.C.
Major-General Thomas Dennehy.

1888.

Sir Frank Forbes Adam, Esq., Kt.
Munshi Newab Kishore.
Rao Bahadur Krishnaji Lukshman Nulkar.
Colonel H. C. E. Ward, B.S.C., Minister of the Bhopal State.
F. T. G. Walton, Esq., Engineer of the Dufferin Bridge at Benares.
Ney Elias, Esq., Political Agent.
Shahzada Nadir, Honorary Magistrate of Ludhiana City.
Kazi Syud Ahmed, Khan Bahadur, Attaché in the Foreign Dept. of the Government of India.
Syed Ameer Hossein, Officiating Presidency Magistrate of the Northern Division of Calcutta.
Rehinhold Rost, Esq., LL.D., PH.D., M.A., Librarian of the India Office.
Colonel Charles Smith Maclean, C.B., Bengal Staff Corps.
Edmund Forster Webster, Esq., late Chief Secretary to the Government of Fort St. George.

Alexander John Lawrence, Esq., Commandant of 3rd Administrative Battalion, N.-W. P. Vol.
Colonel James Cavan Berkeley, M.S.C., late Agent to the Governor-General, at Baroda.
E. C. K. Ollivant, Esq., Bombay Civil Service.
Heera Sahib Lal Ram Mij Pershad Singh, Commander-in-Chief in the Rewah State.
Major W. S. Smith Bisset, R.E., Agent of the B. B. & C. I. Ry.
Meherjibhai Kuvarji Tarapurvala, Dewan of Kolhapur.
Charles Henry Tawney, Esq., Principal of the Presidency College, Calcutta.
Colonel Thomas Weldon, M.S.C., Commissioner of Police for the Town of Madras.
Henry Irwin, Esq., M.I.C.E., Superintendent of Works, Simla Imperial Circle.
Arthur Helding Hildebrand, Esq., Superintendent of the Shan States in Burma.
James Walker, Esq., Commandant, 2nd Punjab or Simla Volunteer Rifle Corps.
Ressaldar Major Muzzaffar Khan, Sirdar Bahadur, 4th Cavalry, Hyderabad Contingent.
Captain Buchanan Scott, R.E., Deputy Consulting Engineer for Railways to the Government of India, Calcutta.
James McFerran, Esq.

1889.

Colonel E. H. Hayter Collen, Secretary to the Government of India, in the Military Department.
Hon. S. Subramaniya Aiyar, Rai Bahadur.
E. F. Thomas Atkinson, Accountant General of Bengal.
Captain J. Hext, R.N., Director of Marine under the Government of India.
Ramkrishna Gopal Bhandarkar, Professor of Oriental Languages in the Deccan College, Poona.
William Brereton Hudson, Esq.
Surgeon Major J. Findlay.
Saiyad Mehrban Ali.
H. J. Whymper, Manager of the Murree Brewery Co.
Raja Sudhal Deo, Chief of Bamva.
F. W. Stevens, Esq.
Babu Pratap Chandra Rai.
A. Wallis Paul, Deputy Commissioner of Darjiling.
Rayner Childe Barker, Assistant Superintendent of the Telegraph Department of the Government of India.
Major C. H. Ellison Adamson, Deputy Commissioner in Burma.
H. W. Bliss, Member of the Board of Revenue, Madras.
Naoroji Nasarvanji Wadia, Justice of the Peace for the Town of Bombay.
Brigade-Surgeon I. B. Lyon, Chemical Analyser to the Government of Bombay.

Khalifa Saiyad Muhamad Hasan Khan, Wazir-ud-Daulah Mudabbir-ul-Mulk, Minister of the Patiala State.
John Walker Buyers, Manager and Engineer-in-Chief of the Burma State Railway.

1890.

Sardar Bhagat Singh, of Kapurthala.
Colonel William Merriman, R.E.
Lieutenant Colonel W. P. Tomkins, R.E.
Colonel William A. J. Wallace, R.E.
Henry Bidewell Grigg, Esq., M.A.
Berthold Ribberstrop, Esq.
Brigade Surgeon George King, M.B., F.R.S.
L. P. Walsh, Esq.
Henry Paul Todd-Naylor. Esq.
James Robert Reid, Esq.
Raja Pertab Narain Singh Deo, of Jashpur.
Colonel Samuel Swinton Jacob.
Rai Bahadur Pundit Suraj Kaul.
John David Rees, Esq.
Khan Bahadur Shaikh Hafiz Abdul Kerim Hafiz.
Rao Bahadur Kesri Singh, of Kuchawan.
Robert Turnbull, Esq.
James Buckingham, Esq.
Jeremiah Garrett Horsfall, Esq.
James George Henry Glass, Esq.
Edmund Neel, Esq.
Captain George Lindsay Holford.

1891.

James Lyle Mackay, Esq.
T. Rama Rao, Dewan of Travancore.
Lieut.-Col. L. H. E. Tucker.
Rajah Jag Mohun Singh.
Theodore Cooke, Esq.
Brig.-Surgeon T. E. B. Brown, M.D.
James E. O'Conor, Esq.
Walter Rober Lawrence, Esq.
Surgeon Major Thomas H. Hendley.
William Walt Daly, Esq.
Charles Stewart Murray, Esq.
Ernest O. Walker, Esq.
Hon. Nawab Khwaja Ahsun Allah of Dacca.
John Prescott Hewett, Esq., Bengal Civil Service.
Rao Bahadur Kanti Chandar Mukharji.
Wilhem Schlich, Esq., PH. D.
Maharajah Mahendra, Mahendra Singh.
Captain Francis Edward Younghusband, 1st King's Dragoon Guards.
Vincent Robinson, Esq.
Khan Bahadur Mancherji Kavasji Murzban, F.R.J.B.A., A.M.I.C.E.

PRINCIPAL NATIVE RULING CHIEFS OF INDIA.

Ajaigarh (Central India)—H. H. Maharaja Sawai Ranjor Singh, Bahadur, 42, Bundela Rajput, 802·30 sq. mls., Pop. 81,454, Rev. Rs. 2,25,000. Pol. Agent, Bundelkhand (Nowgong).

Alirajpur (Central India)—Rana Partab Singh, 10, Sisodiya Rajput, 836·63 sq. mls., Pop. 56,827, Rev. Rs. 85,000. Pol. Agent, Bhopawar (Sirdarpore).

Alwar (Rajputana)—Lieut.-Colonel H. H. Maharaja Sawai Sir Mangal Singh Bahadur, G.C.S.I., 32, Naruka Rajput, 3,024 sq. mls., Pop. 682,926, Rev. Rs. 26,58,000. Pol. Agent (Alwar).

Bahawalpur (Punjab)—H. H. Rukn-ud-Daulah Nasrat Jang Hafiz-ul Mulk Mulkhis-ud-Daulah Nawab Sir Sadik Mahomed Khan Bahadur, G.C.S.I., 26, Daudputra, 17,285 sq. mls., Pop. 573,494, Rev. Rs. 16 00,000. Directly under the Lieut.-Governor, Punjab.

Balasinor (Bombay)—Nawab Monuwar Khanji, Babi of, 46, Babi Pathan, 189 sq. mls., Pop. 46,328, Rev. Rs. 1,40,000. Pol. Agent, Rewa Kantha (Godhra).

Bansda (Bombay)—Maharawal Sri Pratapsingji Gulabsingji, Raja of, 25, Solanki Rajput, 215 sq. mls., Pop. 34,908, Rev. Rs 2,58,000. Agent to H. E. the Governor, Surat (Surat).

Banswarra (Rajputana)—H. H. Rai-i-Raiyan Maharawal Sir Lachman Singh, Bahadur, 57, Sisodiya Rajput, 1,500 sq. mls., Pop 175,145, Rev. Rs. 2,59,000 Resident, Meywar (Oodeypore).

Baoni (Central India)—H. H. Azam-ul-Umara Fakhr-ud-Daulah Muin-ul-Mulk Sahib-i-Jah Mihin Sardar Nawab Muhammad Hasan Khan, Bahadur Zafar Jang, 28, Pathan, 116·80 sq. mls., Pop. 17,055, Rev. Rs. 80,000. Pol. Agent, Bundelkhand (Nowgong).

Baraunda (Central India)—Raja Thakur Parshad, Singh, 44, Raghubansi Rajput, 235·40 sq. mls., Pop. 17,285, Rev. Rs. 36,000. Pol. Agent, Bundelkhand (Nowgong).

Baria (Bombay)—Maharawal Sri Mansingji, Raja of, 34, Chauhan Rajput, 873 sq. mls., Pop. 66,822, Rev. Rs. 2,45,000. Pol. Agent, Rewa Kantha (Godhra).

Baroda—H. H. Farzand-i-Khas-i-Daulat-i-Inglishia Maharaja Sir Sayaji Rao Gaekwar Sena Khas Khail Shamsher Bahadur, G.C.S.I., 24, Mahratta, 8,570 sq. mls., Pop. 2,185,005, Rev. Rs. 1 40,00,000 Agent to the Govr.-General, Baroda (Baroda).

Barwani (Central India)—Rana Indarjit Singh, 51, Sisodiya Rajput, 1,362·25 sq. mls., Pop. 56,445, Rev. Rs, 1,98,000. Pol. Agent, Bhopawar (Sirdarpore).

Bharatpur (Rajputana)—H. H. Maharaja Brajindra Sawai Sir Jeswant Singh Bahadur, Bahadur Jang, G.C.S.I., 40, Jat, 1,974 sq. mls., Pop 6,45,540, Rev. Rs. 27,00,000. Pol. Agent, Eastern Rajputana States (Agra).

Bhavnagar (Bombay)—H. H. Shri Takhtsingji Jasvatsingji, G.C.S.I., Maharaja of, 31, Gohel Rajput, 2,860 sq. mls., Pop. 400,323, Rev. Rs. 34 78,000. Pol. Agent, Kathiawar (Rajkot).

Bhopal (Central India)—H. H. Nawab Shah Jehan Begam, G.C.S I., C.I., 53, Afghan, 6,872·90 sq. mls., Pop. 954,901, Rev. Rs. 40,00,000. Pol. Agent, Bhopal (Sehore).

Bijawar (Central India)—H. H. Maharaja Sawai Bhan Partab Singh, Bahadur, 48, Bundela Rajput, 973 56 sq. mls., Pop 113,285, Rev. Rs. 1,25,000. Pol. Agent, Bundelkhand (Nowgong).

Bikanir (Central India)—H. H. Maharaja Raj Rajeshwar Shiroman Sri Ganga Singh Bahadur, 11, Rathor Rajput, 22,340 sq. mls., Pop. 509,021, Rev. Rs. 18,00,000. Pol. Agent, Bikanir (Bikanir).

Bundi (Rajputana)—H. H. Maharao Raja Raghubir Singh, Bahadur, 22, Chauhan Rajput, 2,300 sq. mls. Pop. 254,701, Rev. Rs. 8,00,000. Pol. Agent, Haraoti and Tonk (Deoli Rajputana).

Cambay (Bombay)—H. H. Nawab Jafer Ali Khan, Sahib Bahadur, 42, Moghal, 350 sq. mls., Pop. 86,074, Rev. Rs. 6,26,000. Political Agent, Kaira (Kaira).

Chamba (Punjab)—H. H. Raja Sham Singh, 22, Rajput, 3,092 sq. mls., Pop. 115,773, Rev. Rs. 2,35,000. Commr. and Supdt., Lahore Divn. (Lahore).

Charkhari (Central India)—H. H. Maharaj Adhiraj Sipahdar-ul-Mulk Mulkhan Singh Bahadur, 20, Bundela Rajput, 787·50 sq. mls., Pop. 143,015, Rev. Rs. 5,00,000. Pol. Agent, Bundelkhand (Nowgong).

Chhatarpur (Central India)—H. H. Raja Vishwanath Singh, Bahadur, 24, Puar Rajput, 1,169·34 sq. mls., Pop. 167,700, Rev. Rs. 2,50,000. Pol. Agent, Bundelkhand (Nowgong).

Chota Udaipur (Bombay)—Maharawal Sri Motisingji, Raja of, 31, Chauhan Rajput, 873 sq. mls., Pop. 71,218, Rev. Rs. 1,76,000. Pol. Agent, Rewa Kantha (Godhra).

Cochin (Madras)—H. H. Raja Sir Vira Kerala Verma, K.C.I.E., 43, Kshatriya, 1,361 sq. mls., Pop. 600.278, Rev. Rs. 16,18,000. Resident, Travancore and Cochin (Trivandrum).

Datia (Central India)—H. H. Maharaja Lokindar Bhawani Singh, Bahadur, 45, Bundela Rajput, 836·80 sq. mls., Pop. 182,598, Rev. Rs. 9,00,000. Pol. Agent, Bundelkhand (Nowgong).

Dewas (Central India) [Senior Branch]—H. H. Raja Krishnaji Rao Puar, 45, Puar Rajput, 155 sq. mls., Pop. 73,940, Rev. Rs. 3,52,000. Agent to the Govr.-Genl. for Central India (Indore).

Dewas (Central India) [Junior Branch]—H. H. Raja Narayan Rao Puar, 30, Puar Rajput, 134 sq. mls., Pop. 68,222, Rev. Rs. 3,45,000. Agent to the Govr.-Genl. for Central India (Indore).

Dhar (Central India)—H. H. Maharaja Sir Anand Rao Puar, K.C.S.I., C.I.E., 46, Puar Rajput, 1,739·68 sq. mls., Pop. 147,169, Rev. Rs. 7,95,000. Pol. Agent, Bhopawar (Sirdarpore).

Dharmpur (Bombay)—H. H. Maharana Sri Naraindevji Ram devji, Raja of, 49, Sisodiya Rajput, 794 sq. mls., Pop. 101,289, Rev. Rs. 2,88,000. Agent to H. E. the Governor, Surat (Surat).

Dholpur (Rajputana)—Major H. H. Rais-ud-Daulah Sipahdar-ul-Mulk Maharaja Adhiraj Sri Sawai Maharaj Rana Nehal Singh Lokindra Bahadur, Diler Jang Jai Deo, 28, Jat, 1,200 sq. mls., Pop. 2,49,657, Rev. Rs. 9,25,000. Pol. Agent, Eastern Rajputana States (Agra).

Dhrangadra (Bombay)—H. H. Sir Mansingji Ranmalsinji, K.C.S.I., Raj Sahib of, 53, Jhala Rajput, 1,156·5 sq. mls., Pop. 99,686, Rev. Rs. 7,80,000. Pol. Agent, Kathiawar (Rajkot).

Dhrol (Bombay)—Thakur Sahib Harisingji Jaisingji, 44, Jareja Rajput, 282·7 sq. mls., Pop. 21,776, Rev. Rs. 1,50,000. Pol. Agent, Kathiawar (Rajkot).

Dungarpur—H. H. Maharawal Udai Singh, Bahadur, 51, Sisodiya Rajput, 1,000 sq. mls., Pop. 153,381, Rev. Rs. 1,45,000, Resident, Meywar (Oodeypore).

Faridkôt (Punjab)—H. H. Farzand-i-Saadat-i-Nishan-i-Hazrat-i-Kaiser-i-Hind, Bara Bans Raja Bikram Singh Bahadur, 46, Barar Jat, Sikh, 612 sq. mls., Pop. 97,034, Rev. Rs. 3,00,000. Commr. and Supdt., Jullunder Division (Jullunder).

Gondal (Bombay)—H. H. Sir Bhagwatsingji Sagramji, K.C.I.E., Thakur Sahib of, 24, Jareja Rajput, 1,024·6 sq. mls., Pop. 135,604, Rev. Rs. 12,00,000. Political Agent, Kathiawar (Rajkot).

Gwalior (Central India)—H. H. Mukhtar-ul-Mulk Azim-ul-Iktidar, Rafi-us-Shan Wala Shikoh Mohtasham-i-Dauran Umdat-ul-Umara Maharaj-Adhiraj Alijah Hisam-us-Saltanat Maharaja Madho Rao Sindhia Bahadur Shrinath Mansur-i-Zaman Fidwi-i-Hazrat-i-Malika-i-Muazzama-i-Rafi-ud-Darja-i-Inglistan, 13, Mahratta, 29,046·43 sq. mls., Pop. 3,030,743, Rev. Rs. 1,25,00,000. Resident, Gwalior (Gwalior).

Hyderabad (Deccan)—H. H. Asaf Jah Muzaffar-ul-Mamalik Nizam-ul-Mulk Nizam-ud-Daulah Nawab Mir Sir Mahbub Ali Khan, Bahadur Fateh Jang, G.C.S.I., 22, Turkoman, 80,000 sq. mls., Pop. 9,845,594, Rev. Rs. 3,00,00,000. Resident, Hyderabad (Hyderabad, Deccan).

Idar (Bombay)—H. H. Maharaja Sri Sir Kesrisinghji Jawansinghji, K.C.S.I., 27, Rathor Rajput, 2,500 sq. mls., Pop. 258,429, Rev. Rs. 5,72,000. Pol. Agent, Mahi Kantha (Sadra).

Indore (Central India)—H. H. Maharaj Adhiraj Raj Rajeshwar Sawai Sir Shivaji Rao Holkar Bahadur, G.C.S.I., 31, Mahratta, 8,400·11 sq., mls., Pop. 1,054,237, Rev. Rs. 70,81,000. Agent to the Governor-General for Central India (Indore).

Jaipur (Rajputana)—H. H. Saramad-i-Rajaha-i-Hindustan Raj Rajindra Sri Maharaj Adhiraj Sawai Sir Madho Singh Bahadur, G.C.S.I., 30, Kuchhwaha Rajput, 14,465 sq. mls., Pop. 2,534,357, Rev. Rs. 50,00,000. Resident, Jeypore (Jaipur).

Jaisalmir (Rajputana)—H. H. Maharaj Adhiraj Maharawal Salivahan, Bahadur, 40, Jadu Bhatti Rajput, 16,447 sq. mls., Pop. 108,143, Rev. Rs. 1,58,000. Resident, Western Rajputana States (Jodhpur).

Jammu and Kashmir—Colonel H. H. Maharaja Partab Singh Indar Mahindar Bahadur, Sipar-i-Saltanat, 39, Dogra Rajput, 79,784 sq. mls., Pop. 1,534,972, Rev. Rs. 80,76,000. Resident, Kashmir (Srinagar, Kashmir, and, in the winter, Sialkot, Punjab).

Janjira (Bombay)—Nawab Sidi Ahmed Khan, 27, Abyssinian, 324 sq. mls., Pop. 76,361, Rev. Rs. 4,31,920. Pol. Agent, Janjira (Alibag, Kolaba.)

Jaora (Central India)—Major H. H. Ihtisham-ud-Daulah Nawab Mahomed Ismael Khan Bahadur, Firoz Jang, 35, Pathan, 581·28 sq. mls., Pop. 119,945, Rev. Rs. 9,50,000. Pol. Agent, Western Malwa (Agar, Central India).

Jhabua (Central India) H. H. Raja Gopal Singh, 50, Rahtor Rajput, 1,336·48 sq. mls., Pop. 92,938, Rev. Rs. 1,28,000. Pol. Agent Bhopawar (Sirdarpore.)

Jhalawar (Rajputana)—H. H. Maharaj Rana Zalim Singh Bahadur, 26, Jhala Rajput, 2,694 sq. mls., Pop. 340,488, Rev. Rs. 15,00,000. Pol. Agent, Jhalawar (Jhalrapatam.)

Jhind (Punjab)—H. H. Farzand-i-Dilband Rasikh-ul-Itikad Daulat-i-Inglishia Raja-i-Rajagan Raja Ranbir Singh Bahadur, 7, Sindhu Jat, Sikh, 1,259 sq. mls., Pop. 249,862, Rev. Rs. 6,00,000 Directly under the Lieut.-Governor, Punjab.

Jodhpur—*See* Marwar.

Junagarh (Bombay)—H. H. Sir Bahadurkhanji Mohabatkhanji, G.C.I.E., Nawab of, 34, Bab Pathan, 3,279·7 sq. mls., Pop. 387,499, Rev. Rs. 21,00,000. Pol. Agent, Kathiawar (Rajkot).

Kachh (Bombay)—H. H. Maharao Sri Mirza Raja Sawai Sir Khengarji Bahadur, G.C.I.E., Rao of, 22, Jhareja Rajput, 6,500 sq. mls., Pop. 512,084, Rev. Rs. 30,50,000. Pol. Agent, Cutch (Bhuj).

Kahlur [Bilaspur] (Punjab)—H. H. Raja Bijé Chand, 17, Rajput, 448 sq. mls., Pop. 86,546, Rev. Rs. 1,00,000. Supdt., Hill States (Simla).

Kalat (Baluchistan)—H. H. Beglar Begi Mir Sir Mahammad Khudadad Khan, G.C.S.I., Wali of, 49, Baluch, 80,000 sq. mls., Pop. 350,000, Rev. Rs. 3,00,000. Agent to the Govr.-Genl. in Baluchistan (Quetta).

Kapurthala (Punjab)—H. H. Farzand-i-Dilband Rasikh-ul-Itikad, Daulat-i-Inglishia Raja-i-Rajagan Raja Jagatjit Singh Bahadur, Jat Kalal, 598 sq. mls., Pop. 252,617, Rev. Rs. 10,00,000. Commr. and Supt., Jullundur Divn. (Jullundur).

Karauli (Rajputana)—H. H. Maharaja Bhonwar Pal Deo Bahadur Gadukal Chandra Bhal, 28, Jadon Rajput, 1,208 sq. mls., Pop. 148,670, Rev. Rs. 4,77,000. Pol. Agent, Eastern Rajputana States (Agra).

Khairpur [Sind] Bombay)—H. H. Mir Ali Murad Khan, G.C.I.E., 77, Talpur, 6,109 sq. mls., Pop. 129,153, Rev. Rs. 7,16,000. Pol. Agent, Khairpur (Shikarpur, Sind).

Kharond [or Kalahandi] (Central Provinces)—Raja Raghu Keshar Deo, 16, Rajput, 3,745 sq. mls., Pop. 241,548, Rev. Rs. . Pol. Agent for the Chhatisgarh Feudatories (Raipur, Central Provinces).

Khilchipur (Central India)—Rao Bahadur Amar Singhji, 56, Khichi Rajput. 272 96 sq. mls., Pop. 36,125, Rev. Rs. 2,40,000. Pol. Agent, Bhopal (Sehore).

Kishengarh (Rajputana)—H. H. Maharaj Adhiraj Sardul Singh Bahadur, 37, Rathor Rajput, 724 sq. mls., Pop. 112,633, Rev. Rs. 3,57,000. Resident, Jaipur (Jaipur).

Kolhapur (Bombay)—H. H. Shahu Chhatrapati Maharaj, Raja of, 15, Mahratta, 2,816 sq. mls., Pop. 800,189, Rev. Rs. 31,25,000. Pol. Agent, Kolhapur (Kolhapur).

Kotah (Rajputana)—H. H. Maharao Umed Singh Bahadur, 18, Hara Rajput. 3,797 sq. mls., Pop. 517,275, Rev. Rs. 24,00,000. Pol. Agent, Kotah (Kotah).

Kuch Behar (Bengal)—Lieut.-Colonel H. H. Maharaja Sir Nripendro Narayan Bhup Bahadur, G.C.I.E., 26, Kshatriya, 1,307 sq. mls., Pop. 602,624, Rev. Rs. 13,32,000. Directly under the Lieut.-Governor, Bengal.

Limri (Bombay)—Sir Jaswantsingji Futehsingji, K.C.I.E., Thakur Sahib of, 30, Jhala Rajput, 343·96 sq. mls., Pop. 43,063, Rev. Rs. 2,64,000. Pol. Agent, Kathiawar (Rajkot).

Lunawarra (Bombay)—Maharana Sri Sir Vakhatsingji, K.C.I.E., Raja of, 30, Solanki Rajput, 388 sq. mls., Pop. 75,450, Rev. Rs. 2,00,000. Pol. Agent, Rewa Kantha (Godhar).

Maihar (Central India)—Raja Raghbir Singh, 47, Jogi, 400 sq. mls., Pop. 71,709, Rev. Rs. 71,009. Pol. Agent, Baghelkhand (Rewah *via* Sutna).

Maisur—H. H. Maharaja Sir Cham Rajendra Wadiar Bahadur, G.C.S.I., 25, Kshatriya, 24,709 sq. mls., Pop. 4,030,331, Rev. Rs. 1,02,00,000. Resident, Mysore (Bangalore).

Maler Kotla (Punjab)—H. H. Nawab Muhammad Ibrahim Ali Khan Bahadur, 30, Afghan, 164 sq. mls., Pop. 71,051, Rev. Rs. 2,84,000. Commr. and Supdt., Delhi Divn. (Delhi).

Mandi (Punjab)—H. H. Raja Bijai Sain Bahadur, 43, Chandrabansi, 1,125 sq. mls., Pop 147,017, Rev. Rs. 36,000. Commr. and Supdt., Jullunder Divn. (Jullunder).

Manipur (Assam)—Maharaja Sura Chandra Singh, 35, Kshatriya, 8,000 sq. mls, Pop. 220,000, Rev. Rs. 90,000. Pol. Agent, Manipur (Manipur)

Marwar [Jodhpur] (Rajputana)—H. H. Raj Rajeshwar Maharaj Adhiraj Sir Jaswant Singh Bahadur, G.C.S.I, 54, Rahtor Rajput, 37,000 sq. mls., Pop 1,750,403, Rev Rs. 41,57,000. Resident, Western Rajputana States (Jodhpur).

Meywar [Oodeypore] (Rajputana)—H. H. Maharana Dhiraj Sir Fateh Singh Bahadur, G.C.S.I., 42, Sisodiya Rajput, 12,670 sq. mls., Pop. 1,494,220, Rev. Rs. 37,50,000. Resident, Meywar (Oodeypore).

Morvi (Bombay)—H. H. Sir Waghji, K.C.I.E., Thakur Sahib of, 31, Jareja Rajput. 821·6 sq. mls., Pop. 89,964, Rev. Rs. 10,12,000. Pol. Agent, Kathiawar (Rajkot).

Nabha (Punjab)—H. H. Farzand-i-Arjumand Akidat Paiwand Daulat-i-Inglishia Barar Bans Sarmur Raja Sir Hira Singh Malwandar Bahadur, G C.S.I., 45, Sidhu Jat, Sikh, 928 sq. mls., Pop. 261,824, Rev. Rs. 7,00,000. Directly under the Lieut.-Governor (Punjab).

Nagod (Central India)—Raja Jadubind Singh, 35, Parihar Rajput, 450 sq. mls., Pop. 79,629, Rev. Rs. 83,000. Pol. Agent, Baghelkhand (Rewa, *via* Sutna).

Narsinghgarh (Central India)—H. H. Raja Mahtab Singh, 51 Umat Rajput, 622·88 sq. mls., Pop. 112,427, Rev. Rs. 4,50,000. Pol. Agent, Bhopal (Sehore).

Nawanagar (Bombay)—H. H. Sri Sir Vibhaji Ranmalji, K.C.S.I., Jam of, 62, Jareja Rajput, 3,791·3 sq. mls., Pop. 316,147, Rev. Rs. 24,60,000. Pol. Agent, Kathiawar (Rajkot).

Orchha (Central India)—H. H Saramad-i-Rajaha-i-Bundelkhand Maharaja Mahindra Sawai Pratap Singh Bahadur, 36, Bundela Rajput, 1,933·74 sq. mls., Pop. 311,514, Rev. Rs. 9,00,000. Pol. Agent, Bunchelkhand (Nowgong).

Palanpur (Bombay)—H. H. Sher Mahomed Khan, Dewan of, 38, Pathan, 3,150 sq. mls., Pop. 236,481, Rev. Rs. 5,00,000. Pol. Supdt., Palanpur (Palanpur).

Palitana (Bombay)—Thakur Sahib Mansingji, 27, Gohail Rajput, 289 sq. mls., Pop. 49,271, Rev. Rs. 4,75,000. Pol. Agent, Kathiawar (Rajkot).

Panna (Central India)—H. H. Maharaja Mahindra Sir Rudr Pratap Singh, Bahadur, K.C.S.I., 42, Bundela Rajput, 2,563·33 sq. mls., Pop. 227,306, Rev. Rs. 4,50,000. Pol. Agent, Bundelkhand (Nowgong).

Partabgarh (Rajputana)—H. H. Maharawat Ragmiath Singh Bahadur, 33, Sisodiya Rajput, 1,460 sq. mls., Pop. 79,568, Rev. Rs. 2,67,408 Resident, Meywar (Oodeypore).

Patiala (Punjab)—H. H Farzand-i-Khas-i-Daulat-i-Inglishia Mansur-i-Zaman Amir-ul-Umara Maharaj Adhiraj Rajeshwar Sri Maharaja-i-Rajagan Rajindra Singh Mahindra Bahadur, 16, Sidhu Jat, Sikh, 5,419 sq. mls., Pop. 1,467,433, Rev. Rs. 49,33,000. Directly under the Lieut.-Governor (Punjab).

Poonaffoore

Porbandar (Bombay)—H. H. Rana Sri Vikramatji Khimaj, 70. Jetwa Rajput, 636·5 sq. mls., Pop. 71,072, Rev. Rs. 5,50,000 Pol. Agent, Kathiawar (Rajkot).

Pudukota (Madras)—H. H. Brahadamba Das Raja Martanda Bhairava Tondiman Bahadur, 12, Kallar, 1,101 sq. mls., Pop. 302,127, Rev. Rs. 5,75,000. Pol. Agent, Pudukota (Trichinopoly).

Radhanpur (Bombay)—H. H. Muhammad Bismilla Khan Bahadur Babi, Nawab of, 48, Pathan, 1,150 sq. mls., Pop. 98,129, Rev. Rs. 5,00,000. Pol. Supt., Palanpur (Palanpur).

Rajgarh (Central India)—H. H. Raja Balbahadar Singh, 33, Umat Rajput, 655·36 sq. mls., Pop. 118,185, Rev. Rs. 3,84,000. Pol. Agent, Bhopal (Sehore).

Rajkot (Bombay)—Thakur Sahib Bawaji Meramanji, 34, Jareja Rajput, 282·14 sq. mls., Pop. 40,527, Rs. 2,05,000. Pol. Agent, Kathiawar Rajkot).

Rajpipla (Bombay)—H. H. Maharana Gambhirsinghji, Raja of, 43, Gohel Rajput, 1,514 sq. mls., Pop. 114,756, Rev. Rs. 8,00,000 Pol. Agent, Rewa Kantha (Godhra).

Rampur (N.-W. Provinces)—H. H. Farzand-i-Dilpazir-i-Daulat-i-Inglishia Nawab Hamid Ali Khan Bahadur, 15, Pathan, 941 sq. mls., Pop. 541,014, Rev. Rs. 16,94,000. Commr., Rohilkhand (Bareilly).

Ratlam (Central India)—H. H. Raja Sir Ranjit Singh, K.C.I.E., 30, Rathor Rajput, 728·96 sq. mls., Pop. 87,314, Rev. Rs. 6,50,000. Pol. Agent, Western Malwa (Agar).

Rewah (Central India)—H. H. Maharaja Vyankatesh Raman Singh Bahadur, 14, Baghel Rajput, 13,000 sq. mls., Pop. 1,305,124, Rev. Rs. 13,81,000. Pol. Supt., Rewah (Rewah *via* Sutna).

Sachin (Bombay)—Nawab Najaf Ali Khan, 2½, Abyssinian, 42 sq. mls., Pop. 19,150, Rev. Rs. 1,87,000. Agent to H. E. the Governor, Surat.

Sailana (Central India)—H. H. Raja Duleh Singh, 49, Rathor Rajput, 113·60 sq. mls., Pop. 29,723, Rev. Rs. 1,75,000. Pol. Agent, Western Malwa (Agar).

Samthar (Central India)—H. H. Maharaja Chhatar Singh Bahadur, 47, Gujar Ahir, 173·74 sq. mls., Pop. 38,633, Rev. Rs. 3,50,000 Pol. Agent, Bundelkhand (Nowgong).

Sawantwari (Bombay)—Raghunath Sawant Bhonsle, Raje Bahadur, Sir Desai of, 28, Mahratta, 926 sq. mls., Pop. 174,433, Rev. Rs. 4,20,000. Pol. Supdt., Sawantwari (Sawantwari).

Sikkim (Bengal)—H. H. Maharaja Thotab Namgue, 28, Lepcha, 2 600 sq. mls., Pop. 8,000, Rev. Rs. 19,000. Dy. Commr. of Darjeeling (Darjeeling).

Sirmur [Nahan] (Punjab)—H. H. Raja Sir Shamsher Prakash Bahadur, G.C.S.I., 45, Rajput, 1,045 sq. mls., Pop. 112,371, Rev. Rs. 2,10,000. Supdt., Hill States (Simla).

Serohi (Rajputana)—H. H. Maharao Kesri Singh, Bahadur, 33, Chauhan Rajput, 3,620 sq. mls., Pop. 142,903, Rev. Rs. 1,75,000. Resident, Western Rajputana States (Jodhpur).

Sitamau (Central India)—H. H. Raja Bahadur Singh, 35, Rathor, Rajput, 350 sq. mls., Pop. 30,839, Rev. Rs. 1,32,000. Pol. Agent, Western Malwa (Agar).

Suket (Punjab)—H. H. Raja Dusht Nikandan Sain, 23, Rajput, 395 sq. mls., Pop. 52,484, Rev. Rs. 1,00,000. Commr. and Supdt., Jullundur Divn. (Jullunder).

Sunth (Bombay)—Maharana Sri Pratapsinghji, Raja of, 29, Puar Rajput, 394 sq. mls., Pop. 58,822, Rev. Rs. 1,24,000. Pol. Agent Rewa Kantha (Godhra).

Tehri [Garhwal] (N.-W. Provinces)—H. H. Raja Kirti Sah, 14, Kshatriya, 4,180 sq. mls., Pop. 1,99,836, Rev. Rs. 1,42,000, Commr., Kumaon (Almora).

Tipperah, Hill (Bengal)—H. H. Maharaja Bir Chandra Manikya Deb Barman, 50 Kshatriya, 4,086 sq. mls., Pop. 95,637, Rev. Rs. 2,43,884. Pol. Agent, Hill, Tipperah (Tipperah).

Tonk (Rajputana) - H. H. Amin-ud-Daulah Wazir-ul-Mulk Nawab Muhammad Ibrahim Ali Khan Bahadur, Saulat Jang, G.C.I.E., 42, Pathan, 2,509 sq. mls., Pop. 338,029, Rev. Rs. 12,00,000. Pol. Agent, Haraoti and Tonk (Deoli, Rajputana).

Travancore (Madras)—H. H. Sri Padmanabha Desa Nanji Sir Balarama Varma Kulashekhara Kiritapati Mani Sultan, Maharaja Raja Rama Raja Bahadur, Shamsher Jang, G.C.S.I., 31, Kshatriya, 6,730 sq. mls., Pop. 2,401,158, Rev. Rs. 66,66,000. Resident, Travancore and Cochin (Trivandrum).

Udaipur—*See* Meywar.

Wadhwan (Bombay)—Thakur Sahib Balsingji, 27, Jhala Rajput, 236·16 sq. mls., Pop. 42 500, Rev. Rs. 4,25,000. Pol. Agent, Kathiawar (Rajkot).

Wankaner (Bombay)—Raj Sahib Gangubha, *alias* Amarsingji Banisinghji, 11, Jhala Rajput, 414·5 sq. mls., Pop. 30,491, Rev. Rs. 2,31,000. Pol. Agent, Kathiawar (Rajkot).

RELATIVE RANK.

Admiral	with	General.	According to date of Commission.
Vice-Admiral	,,	Lieut.-General	
Rear-Admiral	,,	Major-General.	
Commodore and 1st Captain to Commander-in-Chief ...	,,	Brig.-General.	
Captain of 3 years' post	,,	Colonel.	
Post Captain under 3 years.	,,	Lieut -Colonel.	
Commander.....	with	Junior Lieut.-Colonel.	
Lieutenant of 8 years ...	,,	Major.	
Lieutenant under 8 yrs.	,,	Captain.	
Sub-Lieutenant	,,	Lieutenant.	
Midshipman.....	,,	Ensign.	

(General Order by the Government of India, Medical Department, Nos. 13 and 459, dated 7th January and 19th August 1881.)

Surgeon-General.....with Major-General. According to the date of his Commission.

Deputy-General.....with Colonel. According to the date of his Commission.

Deputy-General.....with Colonel. According to the date of his Commission.

Brigade-Surgeon.....with Lieut.-Colonel. According to the date of his Commission or according to the date upon which he completed 20 years' service as Surgeon and Surgeon-Major.

Surgeon-Major .....with Major. According to the date of his Commission and after 20 years' service as Surgeon and Surgeon-Major with Lieutenant-Colonel.

Surgeon .....with Captain. According to the date of his Commission.

Surgeon on probation.. ...with Lieutenant.

POLITICAL DEPARTMENT.

BOMBAY CASTLE, 14TH APRIL 1888.

The following Table to be observed with respect to the relative Rank and Precedence of Sardars and Native Officers of Government, and others holding Honorary Rank or University Degrees, is published for general information in supersession of Government Notification No. 755A, dated 15th February 1882. Precedence is given in order of the numbers of the entries. Those included in one number will take precedence *inter se* according to date of entry in the number :—

1. *Sardars of the First Class.*
2. Judges of Small Cause Courts.
3. Assistant Judges
4. Settlement Officers.
5. Educational Inspectors.
6. Principals of Colleges affiliated to the University and Principal of the Sir J. J. School of Art.
7. Executive Engineers according to Grade.
8. Assistant Engineers and Assistant Examiners of Public Works Accounts.
9. All persons on whom Government have conferred the title of Mahamahopadhyaya or Shams-ul-Ulama.

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1. *Sardars of the Second Class.*
2. All persons on whom Government have conferred the title of "Divan Bahadur."
3. All persons on whom Government have conferred the title of Rao Bahadur or "Rai Bahadur" or "Khan Bahadur" or "Sirdar Bahadur"
4. All persons who have obtained the Degree of "Doctor" of Law or of Medicine.
5. Fellows of a British or Indian University.

6. All persons who have obtained the Degree of "Master of Civil Engineering."
7. Subordinate Judges of the 1st Class.
8. Deputy Collectors & Magistrates & Assist. Political Agents.
9. Deputy Assistant Political Agents.
10. Duftardars.
11. Assistant Settlement Officers.
12. Professors of Colleges affiliated to the University and Teacher of Elementary Drawing in the Sir J. J. School of Art.
13. Principal of the Elphinstone High School.
14. Assistant Superintendents of Police.
15. Honorary Assistant Engineers and Honorary Assistant Examiners of Public Works Accounts.

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1. *Sardars of the Third Class.*
2. Head Masters of the 1st Grade High Schools and Principals of Colleges not affiliated to the University.
3. Magistrates of the 1st Class or Magistrates exercising 1st Class Powers.
4. All persons on whom Government may have conferred the title of "Rao Saheb" or "Khan Saheb" or "Bahadur."
5. All persons who have obtained the Degree of "Master of Arts" or "Bachelor of Laws."
6. Subordinate Judges of the 2nd Class, 1st Grade.
7. Sub-Engineers, First and Second Grade.
8. Accountants, First and Second Grade, Public Works Dept.
9. Mamlatdars.
10. Magistrates of the Second and Third Classes.
11. Subordinate Judges of the Second, Third, and Fourth Grade of the Second Class.
12. Sub-Engineers, Third Grade.
13. Head Accountants.
14. Vice-Principals of Colleges and High Schools, Assistant Professors of Colleges and Head Masters of the 2nd Grade High Schools.
15. Deputy Educational Inspectors (not being "Rao Bahadurs" or "Khan Bahadurs," "Rao Sahebs" or "Khan Sahebs").
16. Supervisors, Public Works Department.
17. Accountants, Third Grade, Public Works Department.
18. All persons who have obtained the Degree of "Bachelor of Arts" or of "Bachelor of Science" or of "Licentiate of Medicine and Surgery" or of "Licentiate of Civil Engineering."
19. Inspectors of Police.
20. Overseers, Public Works Department, according to Grade.
21. Accountants, Fourth Grade, Public Works Department.
22. Conciliators and Village Munsifs under the Dekkhan Agriculturists' Relief Act.

(*Given at Balmoral*, 18*th October* 1876, *and promulgated from Simla*, 1*st November* 1877.)

In supersession of Home Department Notification No. 3274, dated the 6th July 1871, the following new Warrant of Precedence for India, which has been approved by Her Majesty the Queen-Empress of India, and which has received Her Royal Sign Manual, as also the graded list of civil offices not reserved for Members of the Covenanted Civil Service, supplementary to the Warrant of Precedence which has been prepared under the orders of the Governor-General in Council, are published for general information :—

1. WARRANT OF PRECEDENCE APPROVED BY THE QUEEN-EMPRESS OF INDIA.

VICTORIA, by the grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of Empress of India,—

To all to whom these presents shall come greeting :

Whereas it hath been represented unto Us that it is advisable that the rank and precedence of persons holding appointments in the East Indies as regulated by Our Royal Warrant, dated the 6th day of May 1871, should be altered in manner hereinafter mentioned :

We do therefore hereby declare that it is Our Will and Pleasure, notwithstanding anything in Our said Warrant contained, that the following table be henceforth observed with respect to the rank and precedence of the persons hereinafter named, *viz.* :—

1. Governor-General and Viceroy of India.
2. Governors of Madras and Bombay.
3. President of the Council of the Governor-General.
4. Lieut.-Governor of Bengal, the N.-W. P., or the Punjab, when in his own territories.
5. Commander-in-Chief in ndia.
6. Lieut.-Governors of Bengal, the N.-W. Provinces, and the Punjab.
7. Chief Justice of Bengal.
8. Bishop of Calcutta, Metropolitan of India.
9. Ordinary Members of the Council of the Governor-General.
10. Commanders-in-Chief in Madras and Bombay.
11. Comdr.-in-Chief of Her Majesty's Naval Forces in India, unless senior in relative rank to the Comdrs.-in-Chief of Madras and Bombay, in which case he will take the precedence.
12. Chief Justices of Madras, Bombay, and the North-Western Provinces.
13. Bishops of Madras and Bombay.
14. Ordinary Members of Council in Madras and Bombay.
15. Chief Commissioners and Resident at Hyderabad, and Agents to the Governor-General in Rajputana, Central India, Bandaroda.

16. Puisne Judges of the High Courts of Calcutta, Madras, Bombay, and the N.-W. Provinces.

17. Military Officers above the rank of Major-General.

18. Additional Members of the Council of the Governor-General, when assembled to make laws, &c.

19. Secretaries to the Government of India.

20. Commissioner in Sind.

21. Judges of the Chief Court, Punjab.

22. Additional Members of the Councils of the Governors of Madras and Bombay, when assembled to make laws, &c.

23. Chief Secretaries to the Governments of Madras and Bombay.

24. Members of the Legislative Council of the Lieutenant-Governor of Bengal.

25. Vice-Chancellors of Indian Universities.

FIRST CLASS.

26. Civilians of 31 years' standing and Majors-General.

27. Advocate-General, Calcutta.

28. Advocates-General, Madras and Bombay.

29. Members of the Boards of Revenue, Madras, Bengal, and the N.-W. Provinces, and Commissioners of Revenue and Customs, Bombay.

30. Financial Commissioner, Punjab.

31. Judicial Commissioners and the Recorder of Rangoon.

32. Comptroller-General of Accounts in India.

33. Commissioners of Divisions within their own Divisions, and Residents, Political Agents, and Supdts. on pay of Rs. 2,000 per mensem or more (not being Collrs. or Depy. Commissioners of British Dists.), within their own charges.

34. Civil and Military Secs. to Govts., Madras and Bombay, and Civil Secs. to Govts. of Bengal, N.-W. Provinces and the Punjab.

35. Surveyor-Genl. of India, and Directors-Genl. of the Post Office and of Telegraphs.

36. Chief Engineers, 1st Class,

37. Archdeacons of Calcutta, Madras, and Bombay.

38. Brigadiers-General.

SECOND CLASS.

39. Civilians of 23 years' standing and Colonels.

40. Commissioners of Divisions and Commissioner of Police, Calcutta.

41. Private Secretary to the Viceroy.

42. Residents, Pol Agents, and Supts. on pay of Rs. 2,000 per mensem or more (not being Collrs. or Depy. Commissioners of British Dists.)

43. Supdt., Great Trigonometrical Survey.

44. Commissioner of Inland Customs.

45. Sanitary Commissioner with the Government of India.

46. Supdt. of the Geological Survey.

47. Inspector-General of Forests in India.

48. Standing Counsel to the Government of India.

49. Military Accountant-Genl.

50 Director of Public Instruction under Local Govts.

51. Accountants-General for Local Governments.
52. Inspectors-Genl. of Police under Local Govts
53. Director of Revenue Settlement, and Supdt. of Revenue Survey, Madras; Survey and Settlement Commissioners, Bombay; Commissioner of Settlements, Punjab.
54. Remembrancers of Legal Affairs and Govt. Advocates in the N.-W. Provinces, the Punjab, and British Burma.
55. Consulting Engrs. to the Govt. of India for Guaranteed Railways, Calcutta and Lahore, and Chief Engrs., 2nd and 3rd Classes, under Local Governments.
56. District and Sessions Judges, Collrs. and Magtes. of Districts, Depy. Commrs. of Districts, Depy Supt. of Port Blair, and the Chief Officer of each Presidency Municipality, within their respective charges.
57. Officers in the 1st Class graded list of civil offices not reserved for members of the Covenanted Civil Service.

THIRD CLASS.

58. Civilians of 18 years' standing and Lieut.-Colonels.
59. Political Agents and Supts. on pay of Rs. 1,000 per mensem, but less than Rs. 2,000 (not being Collrs. or Deputy Commissioners of British Districts), within their own charges.
60. Military Secy. to the Govt., Punjab, and Civil Secs. to Local Administrations.
61. Private Secretaries to Governors.
62. Directors of Public Instruction under Local Administrations.
63. Administrators-General, Calcutta, Madras and Bombay.
64. Inspectors-Genl. of Jails and of Registration, Sanitary Commissioners, Inspectors and Conservators of Forests under Local Govts., and Post-Masters-General.
65. Accountants-General for Local Administrations.
66. Consulting Engr. to the Govt. of India for Guaranteed Railways, Lucknow, and Chief and Supig. Engrs when Secs. to Local Administrations or to Agents to the Govr.-General.
67. Inspectors-Genl of Police under Local Administrations.
68 Senior Chaplains
69 Deputy Director of the Indian Marine, & Dpy. Director.
70. Port Officers of Calcutta, Madras, Bombay and Rangoon (and Port Officers enumerated in G. G. O No. 44).
71 Sheriffs, within their own charges.
72. Officers in the 2nd Class graded list of civil offices not reserved for members of the Covenanted Civil Service.

FOURTH CLASS.

73. Civilians of 12 years' standing and Majors.
74. Pol. Agents and Supts. on pay less than Rs. 1,000 per mensem, within their own charges.
75. Government Solicitors
76. Inspectors-Genl. of Jails and of Registration, Sanitary Commissioners, and Conservators of Forests under local administrations.
77. Officers in the 3rd Class graded list of civil offices not reserved for members of the Covenanted Civil Service.

Officers in the above table will take precedence in order of the numbers of the entries. Those included in one number will take precedence *inter se* according to the date of entry into that number.

When an Officer holds more than one position in the table, he will be entitled to the highest position accorded to him.

Officers who are temporarily officiating in any number in the table will rank in that number below permanent incumbents.

All Officers not mentioned in the above table whose rank is regulated by comparison with rank in the Army to have the same rank with reference to Civil Servants as is enjoyed by Military Officers of equal grades.

All other persons who may not be mentioned in this table to take rank according to general usage, which is to be explained and determined by the Governor-General in Council in case any question shall arise.

Nothing in the foregoing rules to disturb the existing practice relating to precedence at Native Courts, or on occasions of intercourse with Natives; and the Governor-General in Council to be empowered to make rules for such occasions in case any dispute shall arise.

All ladies to take place according to the rank herein assigned to their respective husbands, with the exception of wives of Peers, and of ladies having precedence in England independently of their husbands, and who are not in rank below the daughters of Barons; such ladies to take place according to their several ranks, with reference to such precedence in England, immediately after the wives of Members of Council at the Presidencies in India.

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2. Supplementary Graded List of Civil Offices not reserved for Members of the Covenanted Civil Service, prepared under the orders of the Governor-General in Council.

First Class (No. 57 of the Warrant).	Second Class (No. 72 of the Warrant).
Deputy Comptroller-General.	Chairman of the Port Trust, Calcutta.
Deputy Secs. to the Govt. of India.	Chairman of the Town Council Bombay.
Deputy Surveyors-General and Supts. of Revenue Survey.	Commissioners of Police, Madras and Bombay.
Directors of State Railways.	Deputy Accountants-General to Local Governments.
Inspectors of Local Offices of Account.	Deputy Commissioners of Districts and Settlements.
Masters of the Mint, Calcutta and Bombay.	
Assay Master of the Mint, Calcutta and Bombay.	

Deputy Director-General of the Post Office.

Deputy Director-General of Telegraphs.

Deputy Inspectors-General of Police.

Deputy Supts. of Revenue, Topographical and Trigonometrical Surveys, 1st Grade.

Deputy Superintendent of Port Blair.

Directors of Traffic and Construction, Telegraph Department.

Educational Dept. Officers, 1st Grade.

Examiners of Accounts, Public Works Dept., 1st Class, and 2nd Class, 1st Grade.

First Judges of Presy. Courts of Small Causes.

Geological Survey Officers, 1st Grade.

Govt. Astronomer, Madras.

Supt. of Royal Botanical Gardens, Calcutta

Supt. of Marine Survey.

Supt. of Inam Settlements, Mysore.

Supts. of Revenue Survey and Assessment, Bombay and Mysore.

Suptg. Engineers, Public Works Department.

Under Secretaries to the Govt. of India.

Deputy Director of Persian Gulf Section of the Indo-European Telegraph.

Commanders of the Indian Marine

Principal of the Rajkumar College, Rajkote.

THIRD CLASS (No. 77 OF THE WARRANT).

Assistant Secretaries to the Government of India.

Deputy Commissioner, Inland Customs.

Deputy Commissioner of Police, Calcutta.

Deputy Directors of Revenue Settlements and of Revenue Surveys, Madras.

Deputy Supts. of Revenue, Topographical and Trigonometrical Surveys, 2nd Grade.

Educational Dept. Officers, 2nd Grade.

Examiners of Accounts, Public Works Department, 2nd Class, 2nd Grade.

Executive Engineers, P. W. Dept., 1st Grade.

Geological Survey Officers, 2nd Grade

Inspector-in-Chief, Cotton Frauds, Bombay.

Junior Judges of Presy. Courts of Small Causes.

Presidency Magistrates.

Registrars to the High Courts and to the Chief Court, Punjab

Settlement Officer, Sind.

Superintendent of the Indian Museum.

Superintendents of Stamps and Stationery.

Supts., Telegraph Dept., 1st and 2nd Grades.

Engineer and Electrician of the Persian Gulf Section of the Indo-European Telegraph.

First Grade Officers of six years' seniority and Chief Engineers of the Indian Marine.

First Assistant to the Resident in the Persian Gulf.

First and Second Grade District Superintendents of Police.

PART II.

BOMBAY DIRECTORY.

Bombay Directory.

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LIST OF PRINCIPAL EUROPEAN INHABITANTS OF BOMBAY.

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Anderson, J., Engine Driver, G. I. P. Railway, Byculla.
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John Day Stokes FitzMaurice, C.S., Secretary.

Personal Staff of H. E. the Governor.

Steyning Wm. Edgerley, C.S., *Private Secretary.*
Colonel Francis William Rhodes, D.S.O., 1st (Royal) Dragoons, *Military Secretary.*
Captain John Fowle, 21st Hussars, *Aide-de-Camp.*
Lieut. Edward Henry Cox, 1st Battalion, The Royal Fusiliers *Aide-de-Camp.*
Lieut. Mansfield Elliot Nuttall, Lancashire Fusiliers, *Extra. Aide-de-Camp.*
Risaldar Sayidulla Khan, 1st (The Duke of Connaught's Own) Lancers, Native *Aide-de-Camp.*
Surgeon-Major Henry Martin, M.B., *Medical Officer.*
Captain George Arthur Gott, 3rd (Queen's Own) Light Cavalry, Commandant, H. E the Governor's Body Guard. (On leave.)
Captain Louis Augustus Gordon, 2nd Bombay Lancers, *Acting.*

SECRETARIES, UNDER-SECRETARIES, &c., TO GOVERNMENT.

THOMAS DUNCAN MACKENZIE, C.S., Chief Secretary, Revenue, Financial, General, and in charge of the Separate Departments.

WILLIAM LEATHEM HARVEY, C.S., Under-Secretary, Revenue, Financial, and General Departments.

JEHANGIRSHAH ERACHSHAH KOHIYAR, Assistant Secretary, Revenue, Financial, and General Departments. (On leave.)

KRISHNARAO ANTOBA, *Acting*.

W. LEE-WARNER, C.S.I., M.A., C.S., Secretary in charge Political, Secret, Judicial, and Educational Departments.

J. D. S. FITZMAURICE, Under-Secretary, Political, Judicial and Educational Departments, and Secretary to the Council of His Excellency the Governor for making Laws and Regulations.

F. A. SPENCER, Assistant Secretary, Political, Educational and Secret Departments. (Also in charge of the Toshakhana).

MERWANJI NASARWANJI WADIA, Assistant Secretary, Judicial Department.

CUNNINGHAM, Brigadier-General C.A., C.S., Secretary to Government in the Military, Marine and Ecclesiastical Departments.

A. R. KING, Assistant Secretary.

W. S. HOWARD, M. Inst. C.E., Chief Engineer and Secretary, Public Works Department.

C. T. BURKE, R.E., M. Inst. C.E., Under-Secretary, Public Works Department.

W. TURNER, Assistant Secretary, Public Works Department.

Lieut.-Col. F. FIREBRACE, R.E., Association Inst. C.E., Secretary, Public Works Department, Railway Branch.

Major H. O. SELBY, R.E., Under-Secretary, Railway Department.

W. N. SHILSTONE, Assistant Secretary, Railway Branch.

TRANSLATORS TO GOVERNMENT.

Rao Bahadur Yashwant Moreshwar Kelkar, Oriental Translator.

F. X. DaSilva, Portuguese Translator.

POLITICAL DEPARTMENT.

(New Secretariat Buildings, Frere Town, Esplanade.)

W. LEE-WARNER, Secretary.
F. A. SPENCER, Assistant Secretary.

ADEN.

Brig.-General J. Jopp, S.C., Political Resident & Collr. of Stamp Revenue. In charge of Vice-Admiralty Court, and Commandant Aden Brigade.

Lt. J. O. Mennie, S.C., Aide-de-Camp.

Lieut.-Col. E. V. Stace, C.B., S.C., First Assistant and Political Agent for the Somali Coast. Special Political Agent, Cambay.

Major W. Pitcairn Kennedy, S.C., Second Assistant.

L. P. Walsh, C.I.E., Acting Second Assistant.

Captain G. E. H. Cates, S.C., Fourth Assistant, Acting First Assistant to the Agent Governor-General, Baroda.

Capt. G. B. O'Donnell, B.A., S.C., Acting Fourth Assistant.

Captain H. M. Abud, Fifth Assistant, Acting Third Assistant.

Lieut. H. D. Merewether, S.C., Sixth Assistant, Acting Fifth Assistant.

Capt. J. Davies, Acting Sixth Assistant.

Surgeon-Major Charles Monks, Port Surgeon.

Surgeon-Captain J. W. T. Anderson, Civil Surgeon and Supt. of Jail.

BARODA.

Col. E. S. Reynolds, S.C., Resident, Second Class, and Agent to the Governor-General.

Major J. H. Sadler, S.C., Assistant Agent to the Governor-General. Serving under the Government of India.

Captain C. A. S. Montgomery, S.C., Cantonment Magistrate, Railway Magistrate, and Judge Small Cause Court, Baroda.

Major W. B. Ferris, Assistant Agent to the Governor-General, in charge Amreli.

H. Harrison, Commandant, H. H. the Gaekwar's Local Battalion at Dhari. Acting Assistant in charge Okhamandal and Commandant, Waghir Corps.

Surgeon-Major W. P. Carson, M.B., S.C., Residency Surgeon.

CUTCH.

Lieut Col. F M. Hunter, C.B., C.S.I., S.C., Political Agent, Second Grade, and Collector of Stamp Revenue.

DECCAN (POONA).

W. H. Crowe, Barrister at-Law, C.S., Agent for Sardars.

DHARWAR.

A. W. Crawley-Boevey, C.S., M.A., Barrister-at-Law, Political Agent for Savanur.

KAIRA.

A. C. Logan, I.C.S., Acting Political Agent for Cambay.

KATHIAWAR.

Sir E. C. K. Ollivant, C.S., K.C.I.E., Political Agent and Collector of Stamp Revenue.

F. C. O. Beaman, C.S., Judicial Assistant to Political Agent.

Lieut.-Col. J. M. Hunter, S.C., First Assistant to Political Agent. (On leave.)

P. S. V. FitzGerald, S.C., Third Assistant Political Agent. Acting First Assistant.

Capt. M. T. Lyde, S.C., Fourth Assistant to Political Agent, Acting Third Assistant Political Agent.

Lieut. H. T. Pritchard, S.C., Acting Fourth Assistant to Political Agent.

Surgeon-Major F. C. Barker. M.D., F R.C.S., Medical Officer to the Political Agency and in charge of the West Hospital, Rajkot.

KHANDESH.

H. F. Silcock, I.C.S., Acting Agent for the Governor.

A. Lucas, I.C.S., Acting and Assistant Political Agent for the Dangs.

KOLABA.

R. M. Kennedy, C.S., Acting Political Agent for Janjira.

KOLHAPUR.

Col. C. Wodehouse, C.I.E., S.C, Political Agent and Commandant, Kolhapur Infantry. Also Political Agent for Jath and Daphlapur States.

J. S. Ashby, S.C., *ex-officio* Assistant Political Agent and Second in Command, Kolhapur Infantry, Acting Second Assistant Political Agent, Kathiawar.

Lieut. F. W. Wodehouse, S.C., Acting *ex-officio* Assistant Political Agent & Second in Command of the Kolhapur Infantry.

Capt. S. M. Congreve-Schneider, S.C., Acting Adjutant and *ex-officio* Assistant. Also Acting Assistant Political Agent, S. M. Country.

MAHIKANTHA.

Lieut.-Col. C. W. H. Sealy, S C., Acting Political Agent, Second Grade.

Capt. G. B. O'Donnell, B.A., S.C., Assistant Political Agent.

NASIK.

H. E. Winter, C.S., Acting Political Agent for the Surgana State. Also Assistant Collector in charge Kalvan Taluka.

PALANPUR.

Col. W. Scott, S.C., Political Superintendent, First Grade.

Capt. J. Davies, S.C., Assist. Political Superintendent and *ex-officio* Assist. Superintendent of Police. Acting Fifth Assistant Political Resident, Aden.

Lieut. H. G. Carnegy, S.C., Acting Assistant Political Superintendent and *ex-officio* Assistant Superintendent of Police.

POONA.

W. Porteous, C.S., Political Agent for Bhor.

REWA KANTA & PUNCH MAHALS

F. L. Charles, C.S., Political Agent, Rewa Kantha, & Political Agent for Narukot. Acting Collector, Belgaum.

H. F. Ommanney, C.S., Acting Political Agent, Rewa Kantha, and Political Agent for Narukot.

E. Maconochie, C.S., Assistant Political Agent, Narukot, and *ex-officio* Assistant to the Political Agent, Rewa Kantha.

SATARA.

R. E. Candy, C.S., Political Agent for Aundh and Phaltan.

SAWANTVADI.

Col. H. L. Nutt, S.C., Political Superintendent and Commandant of the Local Corps.

Major F. W. Snell, S.C., *ex-officio* Asst. to the Political Supt. & Second-in-Command of the Local Corps.

D. G. Dalgado, M.D., L.R.C.P., M.R.C.S., in Medical charge.

SIND.

H. E. M. James, C.S., Acting Commissioner.

J. L. Jenkins, M.A., C.S., Assistant Commissioner and Sindhi Translator.

H. Rozare, Assistant Commissioner.

R. Giles, M.A., Acting Political Agent for the Khairpur State.

SHOLAPUR.

J. F. Fleet, C.I.E., I.C.S., Political Agent for Akalkot, Acting Commissioner, Southern Division.

P. C. H. Snow, I.C.S., Barrister-at-Law, Acting Political Agent at Akalkot.

SOUTHERN MAHRATTA COUNTRY.

Major J. W. Wray, S.C., Assistant Political Agent, Jath State, Acting Pol. Superintendent, Savantvadi.

SURAT.

F. S. P. Lely, C.S., Agent to H. E. the Governor and Agent for the Ranis of Mandvi.

J. W. A. Weir, C.S. Administrator, Sachin State.

THANA.

W. F. Sinclair, C.S., Political Agent for Jawhar.

FOREIGN CONSULS AT BOMBAY.

AUSTRO-HUNGARIAN—Karl Prumber, *Acting*, Consul-General.
R. Aurnhammer Von Aurnstein, Vice-Consul.

BELGIUM—Leon Dossogne, Consul-General.
F. Masotti, Consul.

CHILI—Otto Schiller, Consul.

DENMARK—W. R. Macdonell, Consul.

FRANCE—Pernet, Consul. (On leave.)
H. Gues, *Acting*.

GERMAN EMPIRE—F. W. K. Von Syburg, Consul.

ITALY—F. Bozzoni, Consul. (On leave.)
Signor F. Branchi, *Acting*.

NETHERLANDS—L. Aeppli, Consul. (On leave.)
C. W. Freeze, *Acting*.
C. W. Freeze, Vice-Consul.

PERSIA—Haji Mirza Husain Khan, Consul-General.
Cawasjee Dadabhoy Rustomjee, Vice-Consul.

PORTUGAL—Sebastiao Rodrigues Barbosa Centena, Consul-General.

SIAM—C. H. B. Forbes, Consul.

SPAIN—J. Tintner, Vice-Consul (Honorary.) (On leave.)

SWEDEN & NORWAY—J. Janni, Consul.

TURKEY—Mahomed Kadri Bey Effendi, Consul-General.

UNITED STATES OF AMERICA—H. Ballantine, Consul.
H. Ballantine (Junior), Vice Consul.

MILITARY OFFICERS IN CIVIL AND POLITICAL EMPLOYMENT.

Capt. H. M. Abud, S.C., Fifth Assistant Political Resident, Acting Third Assistant, Aden.

Capt. J. S. Ashby, S.C., Second in Command, Kolhapur Infantry Corps and *ex-officio* Assistant to the Political Agent, Kolhapur, Acting Assistant to Political Agent, Kathiawar.

Col. R. I. Crawford, S.C., Collector and Magistrate, Karachi.

Lieut. H. G. Carnegy, 9th Bombay Infantry, Acting Assistant Political Agent, Mahikantha.

Lieut. H. L. Gordon, 2nd Bombay Lancers, Assistant Superintendent, Agency Police, Kathiawar.

Col. G. E. Hancock, S.C., President of the Rajasthanic Court, Kathiawar, and Acting Superintendent of Survey.

Lieut.-Col. F. M. Hunter, C.B., C.S.I., Second Grade Political Agent, Cutch.

Lieut. H. F. Jacob, 14th Bombay Infantry, Acting Assistant Political Superintendent, and *ex-officio* Assistant Superintendent of Police, Palanpur.

Major W. P. Kennedy, S.C., Second Assistant Political Resident, Aden (Special Political Agent of Cambay.)

Lieut.-Col. J. Humfrey, S.C., Inspector General of Police.

Capt. M. T. Lyde, S.C., Acting Third Assistant Political Agent, Kathiawar.

Lieut H. D. Merewether, S.C., Sixth Assistant to Political Resident, Acting Fourth Assistant, Aden.

Major T. R. Macpherson, S.C., Second Grade, District Superintendent of Police, Poona.

Capt. J. Davies, S.C., Assistant Political Supt. and *ex-officio* Assist. Supt. of Police, Palanpur, Acting Fifth Assistant to the Political Resident, Aden, Perim.

Major E. D. Newnham-Smith, 5th Bombay Cavalry, Cantonment Magistrate, Poona and Kirkee.

Col. H. L. Nutt, S.C., Political Superintendent, Savantvadi, and Commandant, Savantvadi Local Corps.

Capt. G. B. O'Donnell, S.C., Assistant Political Agent, Mahi Kantha, and Manager, Maho State, Kathiawar,

Major F. W. Snell, S.C., 2nd in Command, Savantvadi Local Corps.

Lieut.-Col. E. V. Stace, S.C., C.B., First Assistant to Political Resident, Aden, and Political Agent for Somali Coast.

Col. W. H. Wilson, C.S., Commissioner of Police, Bombay.

Col. C. Wodehouse, S.C., C.I.E., Political Agent, Kolhapur and S. M C., and Commandant, Kolhapur Infantry Corps.

Capt. E. O. Owen, 3rd Bombay Cavalry, Acting Cantonment Magistrate, Deesa.

Lieut. A. B. Sangster, 4th Bombay Infantry, Acting Sixth Assistant to Political Resident, Aden.

Capt. W. A. Thompson, 1st Bombay Lancers, *Offg.* Inspecting Officer, Kathiawar States Imperial Service Troops, Rajkot.

Major L. L. Fenton, S.C., Superintendent of Surveys under the Rajasthanic Court and *ex-officio* Assistant to the Political Agent, Kathiawar.

Capt. A. W. Forbes, 4th Bombay Cavalry, Inspecting Officer, Kathiawar States Imperial Service Troops, Rajkot.

Lieut. J. O. Mennie, 30th Bombay Infantry, A.-D.-C. to the Political Resident, Aden.

Vety. Capt. J. Mills, A. V. D., Principal and Professor of Veterinary Science, Bombay Veterniary College.

Col. W. Scott, S. C., Second Grade, Political Superintendent, Palanpur.

Lieut.-Col. C. W. H. Sealy, S.C., Second Assistant Political Agent, Kathiawar, Acting Political Agent, Mahikhanta.

Lieut. F. W. Wodehouse, 28th Bombay Infantry, Acting Second in Command, Kolhapur Infantry Corps, and *ex-officio* Assistant to Political Agent, Kolhapur.

Major J. W. Wray, S.C., Assistant Political Agent in Subordinate charge Southern Maharata Country Jaghirs, Acting Political Superintendent, Savantwadi.

MISCELLANEOUS CIVIL APPOINTMENTS.

The *Hon.* H. M. Birdwood, M.A., LL.D., Barrister-at-Law, Third Member of Council.

The *Hon.* A. C. Trevor, Fourth Member of Council.

G. M. Macpherson, M.A., LL.D., Barrister-at-Law, Judicial Commissioner and Judge of the Sadar Court in Sind. (On special leave.)

T. D. Mackenzie, Chief Secretary to Government, Revenue Financial and General and Separate Departments. President of the Central Committee for Vernacular Departmental Examinations.

A. D. Carey, Commissioner of Customs, Salt, Opium and Abkari and Reporter General of External Commerce

H. E. M. James, *Offg.* Commissioner in Sind.

The *Hon.* E. T. Candy, Barrister-at-Law, Judge, H. M.'s High Court of Judicature, Bombay.

R. E. Candy, Senior Collector and Magistrate, District Registrar, Satara, and Political Agent, Aundh and Phaltan.

J. K. Spence, *Offg.* First Grade Commissioner.

W. Porteous, M.A., *Offg.* Collector and Magistrate, and District Registrar, Poona and Political Agent, Bhor.

J. W. Walker, LL.B, Barrister-at-Law, *Offg.* Judge and Sessions Judge, Satara.

J. L. Johnstone, B.A., First Grade Judge and Sessions Judge, Dharwar.

E. J. Ebden, B.A., Senior Collector and Magistrate and District Registrar, Ahmednagar.

W. H. Crowe, Barrister-at-Law, First Grade Judge and Sessions Judge, Poona, and Agent for Sardars in the Deccan.

G. B. Reid, B. A., *Offg.* Commissioner, First Grade, and Commissioner, Central Division.

The *Hon.* H J. Parsons, Barrister-at-Law, Judge, H. M.'s High Court of Judicature, Bombay.

J. F. Fleet, C.I.E., *Offg.* Commissioner, Second Grade and Commissioner, Southern Division.

E. Hosking, *Offg.* Judicial Commissioner and Judge of the Sadar Court in Sind.

A. W. Crawley-Boevey, M.A., Barister-at-Law, Senior Collector and Magistrate, District Registrar and Political Agent, Dharwar.

W. Allen, Senior Collector and Magistrate and District Registrar, Broach.

F. S. P. Lely, *Offg.* Senior Collector and Magistrate, District Registrar and Agent for the Governor, Surat.

H. R. Cooke, *Offg.* Senior Collector and Magistrate and District Registrar, Kaira, and Political Agent, Cambay.

G. C. Whitworth, *Offg.* First Grade Judge and Sessions Judge, Nasik.

T. S. Hamilton, *Offg.* First Grade Judge and Sessions Judge, Ahmednagar.

A. B. Steward, B. A., Barris er-at Law, *Offg.* Second Grade Judge, Khandeish.

C. H. Jopp, B.A., Registrar, High Cou t, Appellate Side, Bombay.

E. L. Cappel, Director of Land Records and Agriculture.

J. MacNabb Campbell, *Offg.* Senior Collector of Land Revenue and Customs and Opium, Bombay, Superintendent of Stamps and Stationery, Registrar of Bombay and Commissioner for the purposes of the Income Tax Act in the town and Island of Bombay.

C. P. B. Wiltshire, First Assistant Collector and Magistrate, Poona. Also Forest Settlement Officer, Poona.

T. Hart-Davies, *Offg.* First Grade Judge and Sessions Judge, Karachi.

F. A. H. Elliott, C.I.E., Survey and Settlement Commi sioner, Baroda

H. E. Winter, *Offg.* Collector and Magistrate and District Registrar, Nasick, and Political Agent, Surgana.

Sir E. C. K. Ollivant, K.C.I.E., Political Agent and Collector of Stamp Revenue, Kathiawar.

A. Wingate, C.I.E., Settlement Officer, Odeypore State.

W. Lee-Warner, C.S.I., M.A., Secretary to Government in the Political, Secret, Judicial and Educational Department.

C. G. W. Macpherson, C.I.E., First Grade Judge, Belgaum.

H. A. Acworth, Barrister-at-Law, Municipal Commissioner for the City of Bombay.

S. Hammick, First Grade Judge and Session Judge, Ahmednagar.

W. F. Sinclair, Senior Collector and Magistrate and District Registrar, Thana, and Political Agent for Jawhar.

F. L. Charles, Senior Collector and Magistrate and District Registrar, Belgaum.

E. McGildowny H. Fulton, Judge of H. M.'s High Court of Judicature, Bombay.

H. F. Aston, Barrister-at-Law, *Offg.* Judge and Session Judge, Ratnagiri.

A. H. Unwin, *Offg.* Second Grade Judge, Kanara.

H. Batty, M.A., Remembrancer of Legal Affairs.

A. Shewan, M.A., Administrator of the Rajpipla State.

J. A. Baines, First Assistant Collector and Magistrate. Serving under the Government of India as Census Commissioner for India.

W. H. Horsley, B.A., *Offg.* Second Grade Judge and Sessions Judge, Hyderabad.

C. E. Frost, *Offg.* Senior Collector and Magistrate and District Registrar, Ahmedabad.

E. Gray, Barrister-at-Law, *Offg.* Deputy Commissioner, Second Class.

A. F. Maconochie, *Offg.* Survey and Settlement Superintendent, Baroda State.

W. L. Harvey, Under-Secretary to Government in the Revenue, Financial and General Departments.

A. Lucas, *Offg.* Junior Collector and Magistrate and District Registrar, Khandesh. Also Assistant Political Agent for Dangs and Surgana and Forest Settlement Officer for Dangs.

R. A. Gamble, B.A., *Offg.* Under-Secretary (sub. *pro-tem.*) to the Government of India in the Department of Finance and Commerce.

H. T. Ommanney, *Offg.* Senior Collector and Magistrate and District Registrar, Panch Mahals, and Political Agent, Rewa Kanta and Narukot.

W. J. Cuningham, Deputy Secretary to the Government of India, Foreign Department.

G. Jacob, *Offg.* Third Grade Judge and Sessions Judge, Shikarpur.

J. L. Jenkins, M.A., Assistant Commissioner in Sind and Sindhi Translator to Government.

F. C. O. Beaman, Judicial Assistant to the Political Agent in Kathiawar.

J. J. Heaton, *Offg.* Third Grade Judge and Sessions Judge, Ahmedabad.

W. T. Morison, *Offg.* Junior Collector and Magistrate and District Registrar, Sholapur, and Political Agent Akalkot.

D. S. FitzMaurice, Under-Secretary to Government, Political, Judicial, Educational and Legislative Departments, and Secretary to the Council of the Governor of Bombay for making Laws and Regulations.

W. W. Drew, B.A., *Offg.* on special duty as a member of the mixed Commission under the Anglo-Portuguese Treaty.

J. A. Crawford, Under-Secretary to the Government of India, Foreign Department.

S. W. Edgerley, Private Secretary to H. E. the Governor.

R. A. Lamb, *Offg.* Junior Collector and Magistrate and District Registrar, Satara, and Political Agent, Aundh and Phaltan.

A. S. Moriarty, Barrister-at-Law, First Assistant, Poona. (Special leave.)

A. C. Logan, *Offg.* Junior Collector and Magistrate and District Registrar, Kaira.

H. W. J. Bagnell, *Offg.* First Assistant, Poona.

W. C. Rand, *Offg.* Junior Collector and Magistrate and District Registrar, Bijapur.

J. Pollen, B.A., Junior Collector, and Magistrate, District Registrar, Ratnagiri.

C. E. G. Crawford, *Offg.* Second Grade, Judge and Sessions Judge, Thana.

A. F. Woodburn, *Offg.* Barrister-at-Law, Senior Collector and Magistrate and District Registrar, Hyderabad.

J. Davidson, *Offg.* Senior Collector and Collector of Salt Revenue.

G. McCorkell, *Offg.* Second Grade Judge and Sessions Judge, Ahmedabad.

H. F. Silcock, *Offg.* Senior Collector and Magistrate and District Registrar, Khandesh, and Political Agent for the Dangs.

A. Cumine, *Offg.* Junior Collector and Magistrate and District Registrar, Ratnagiri.

J. B. Alcock, *Offg.* Third Grade Judge and Sessions Judge, Surat.

S. M. Fraser, Tutor & Guardian to the Raja of Kolhapur, the Chief of Kagal and Kunvar Saheb of Bhavnagar.

H. O. Quin, *Offg* Talukdari Settlement Officer, Gujarat.

B. Robertson, *Offg.* Provincial Superintendent of Census, Central Provinces.

T. Walker, M.A., *Offg.* First Assistant, Ratnagiri.

W. D. Sheppard, *Offg.* Junior Collector and Magistrate and District Registrar, Kanara. Also Forest Settlement Officer.

E. M. Pratt, *Offg.* First Assistant Collector, Thana. Also Railway Magistrate, Bandra.

A. M. T. Jackson, B.A., *Offg.* First Assistant Collector, Bombay.

C. H. A. Hill, *Offg.* First Assistant, Ahmednagar.

C. D. Brown, *Offg.* Second Assistant, Thana.

J. W. A. Weir, *Offg.* Junior Collector and Magistrate and District Registrar, and Agent for the Government, Surat.

R. B. Stewart, M.A., *Offg.* First Assistant, Nasik.

R. P. Barrow, *Offg.* First Assistant, Sind.

C. M. Seddon, *Offg.* Second Assistant, Poona.

C. A. Kincaid, *Offg.* Second Assistant Collector, Karachi.

P. R. Cadell, Assistant Collector, Ahmednagar.

E. H. E. Leggatt, Assistant Collector, Surat.

H. C. Kennedy, Assistant Collector, Ahmedabad.

R. Night, *Offg.* First Assistant, Belgaum.

W. P. Symonds, Second Grade Post Master General, Bombay.

C. W. M. Hudson, *Offg.* First Assistant Collector, Kanara.

G. S. Curtis, *Offg.* Talukdari Settlement Officer, Ahmedabad.

W. H. Lucas, *Offg.* First Assistant Collector, Sind.

J. P. Orr, *Offg.* First Assistant Collector, Thana.

M. H. W. Hayward, *Offg.* Firs' Asst. Collector, Nasik. Also Forest Settlement Officer in certain talukas.

J. H. DuBoulay, *Offg.* Compiler of the General Administration Report.

S. L. Batchelor, *Offg.* Second Assista t Collector, Broach.

P. C. H. Snow, Barrister-at-Law, *Offg.* Junior Collector and Magistrate a d District Registrar, Sholapur, and Political Agent, Akalkot.

J. W. P. M. Mackenzie, Under-Secretary to the Government of India in the Revenue and Agricultural Depts.

R. M. Kennedy, *Offg.* Juni r Collector, and Magistrate and District Re istrar, Kolaba and Political Agent, Janjira.

A. D. Younghusband, Deputy Commissioner, Third Class, Bhandara.

G. Carmichael, *Offg.* Third Grade Deputy Commissioner, Burma.

H. L. Harvey, *Offg.* First Assistant Collector, Bijapur.

J. Sladen, *Offg.* First Assistant, Hyderabad.

R. C. Brown, *Offg.* Sec nd Assistant Collector, Sholapur.

R. E. Enthoven, *Offg.* Seco d Assista t Collector, Dharwar.

E. Maco ochie, *Offg.* Juni r Collector and Magistrate and Di trict Registrar, Panch Mahals and Political Agent, Rewa Khanta a d Narukot.

T. D. Fry, *Offg.* Second Assistant Collector, Satara.

H. S Lawrence, *Offg.* Second Assistant, Kaira.

J. McNeill, *Offg.* Second Assistant Collector, Dharwar.

J. C. Gloster, *Offg.* Second Assistant Collector, Khandeish.

C. G. H. Fawcett, *Offg.* Secon d Assistant Co lector and Magistrate, Satara.

C. C. Boyd, *Offg.* Second Assistant Co lector, Belgaum.

F. G. Pratt, *Offg.* Second Assistant Collector Sind.

L. C. Crump, *Offg.* Second Assistant Collector, Ratnagiri.

A. R. Bonus, *Offg.* Junior Collector and Magistrate, and District Registrar, Dharwar and Political Agent, Savanur.

E. H. Moscardi, M.A., *Offg.* Assi tant Judge, F. P. Broach.

CIVIL SURGEONS.

First Cl ss.

Surg.-Major C. Monks, Port Surgeon, Aden.

Surg.-Major M. L. Bartholomeusz, M.B., C.M., Civil Surge n, Superintendent of Lunatic Asylum. Is also Superintendent of the Medical School, Ahmedabad.

Surgeon-Major J. Philip Greany, M.D., Civil Surgeon, Medical charge of the staff off the Southern Maratha Railway Company, Belgaum.

Brig.-Surgn.Lieut.-Col. G. Bainbridge, M.D. Civil Surgeon, Karachi.

Surgn.-Lieut.-Col. W. McConaghy, M.D., Civil Surgeon. In Medical charge Deccan College, Superintendent of Lunatic Asylum. Medical charge of the Staff of the Southern Maharat Railway Company, Poona.

Second Class.

Surgn.-Capt. W. H. Burke, M.B., Assistant Surgeon to the David Sassoon Hospital, and Assistant to the Civil Surgeon, Poona.

Surgn.-Capt. J. W. T. Anderson, F.R.C.S., Civil Surgeon, Aden.

Surgn.-Maj r W. G. H. Henderson, F.R.C.S., Civil Surgeon. Medical charge, Remount Depot-Ahmednugur.

Surgn.-Lieut.-Col. C. T. Peters, M.B., Civil Surgeon, Bijapur. (On furlough.)

Surgn.-Major J. S. Wilkins, M.B., Dist. Staff Officer, Acting Civil Surgeon, Bijapur.

Surgn.-Major J. McCloghry, F.R.C.S., Civil Surgeon, Broach. (On furlough.)

Surgn.-Maj. H. McCalman, M.D., Civil Surgeon. Superintendent of Lunatic Asylum. Medical charge Training College. Also in charge of the Staff of the Southern Maratta Railway Company, Dharwar.

Brig.-Surgn.-Lieut.-Col. J. F. Keith, M.D. & C.M., Civil Surgeon, Superintendent of Lunatic Asylum. Also Superintendent of the Medical School, Hyderabad.

Surgn.-Capt. W. H. Quicke, Civil Surgeon, Kaira.

Surgn.-Lieut.-Col. J. A. Howell, Civil Surgeon, Karwar

Surgn. Lieut. Col. F. C. Barker, M.D., F.R.C.S, Medical Officer to the Kathiawar Pol. Agency and in charge of the West Hospital, Rajkot.

Surgn.-Capt.-H. W. Stevenson, Superintendent, Mahableshwar.

Surgn. Capt. J. P. Barry, M.B., Supdt., Matheran.

Surgn.-Capt. B. B. Grayfoot, Civil Surgeon and Suptd. of Lunatic Asylum, Ratnagiri.

Surgn.-Major D. C. Davidson, Civil Surgeon, Satara. Acting Superintenant of Mahableshwar,

Surgeon Major A. F. Sargent, Acting Civil Surgeon, in addition to Military duties, Satara.

Surgn.-Capt. J. Crimmin, V.C., Civil Surgeon, Shikarpur.

Surgn.-Capt. W. A. Corkery, Civil Surgeon, Sukkur. (On furlough).

Surgn.-Capt. S. E. Prall, M.B., B.S., Acting Civil Surgeon, Sukkur.

REGIMENTAL MEDICAL OFFICERS FOR CIVIL DUTIES.

Surgn.-Major W. P. Carson, M.B., Residency Surgeon, Baroda.

Surgn.-Major T. F. MacNeece, M.S., Medical charge Lawrence School and Abu Sanitarium.

Surgn.-Capt. E. C. Murray, M.D., Civil Surgeon, Jacobabad.

Surgn.-Maj. G. H. Bull, M.D., Medical charge Roman Catholic Orphanage School, Poona.

Surgn.-Capt. G. S. Thomson, M.B., M. Ch., Civil duties, Deesa.

UNCOVENANTED MEDICAL OFFICERS IN CHARGE CIVIL STATIONS.

W. R. Scrogie, Second Grade Senior Apothecary, Civil Surgeon, Sholapur.

D. G. Dalgado, M.D., L.R.C.P., M.R.C.S., Civil Surgn., Savantvadi.

SANITARY COMMISSIONERS.

Surg.-Major C. W. MacRury, Sanitary Commissioner. (On furlough.)

Surgn.-Maj. J. W. Clarkson, *Acting*.

Col. S. B. Doig. M. Inst., C.E., Sanitary Engineer and Member of the Sanitary Board.

Surgn.-Lieut.-Col. P. Murphy M.D., Acting Deputy Sanitary Commissioner for the Western Registeration District.

Surgn.-Major A. W. F. Street, District Staff Officer, Deputy Sanitary Commissioner, for the Central Registration District.

Surgn.-Major O. H. Channer, M.B., C.M., Deputy Sanitary Commissioner for the Southern Registration District.

Surgn.-Maj. J. C. H. Peacocke, Deputy Sanitary Commissioner, Sind Registration District.

Surgeon-Captain T. E. Dyson, M.B., C.M., Deputy Sanitary Commissioner for the Gujarat Registration District.

POLICE OFFICERS.

Lieutenant Colonel J. Humfrey, Inspector-General of Police.
Colonel W. H. Wilson, Commissioner of Police, Bombay.
H. G. Gell, Deputy Commissioner of Police, Bombay. (On furlough.)
J. C. Crummy, *Acting*.

Superintendents.

First Grade.

C. M. McIver, Hyderabad.
H. Scannell, G. I. P. Railway.
R. W. E. H. Vincent, Khandesh. Doing duty at Karachi.

Second Grade.

H. Kennedy, Karachi. Doing duty at Ahmedabad.
J. E Down, Satara.
Major S. R. M. Macpherson, Poona.
H. J. Duggan, Barrister-at-Law. Broach. Doing duty as Superintendent of Police, S. M. Railway.

Third Grade.

W. J. Holland, Acting Second Grade, Belgaum.
F. L. Goldsmid, Bijapur.
J. Craig-Bate DeLisle Adams, Ahmedabad. Doing duty at Dharwar.
H. M. Gibbs, Surat. Doing duty at Nasik.
E. V Mackay, Kathiawar.

Fourth Grade.

F. T. V. Austin, Shikarpur. Acting Third Grade. Doing duty at Surat.
D. Davies, Upper Sind Frontier. Acting Third Grade. Doing duty at Khandesh.

Fifth Grade.

F. H. Warden, Sholapur. Acting Third Grade.
E. C. Cox, Panch Mahals. Acting Fourth Grade. Doing duty at Shikarpur.
E. A. Bulkley, Acting Fourth Grade, Ratnagiri.
C. A. B. Beatty, Kanara. Doing duty as Superintendent, B. B. & C. I. Ry.
R. MacTier, Kolaba. Doing duty at Ahmedabad.

Assistant Superintendents.

First Grade.

W. L. B. Souter, Services lent to the Dhrangadra State.
J. E. Penton, Upper Sind Frontier. Acting Fifth Grade Superintendent.

Second Grade.

J. B. W. Biddle, Kanara. Acting Fifth Grade Superintendent.
E. F. Green, Kaira. Acting Fifth Grade Superintendent.
T. J. B. Thatcher, Khandesh. Acting First Assistant.

Acting Assistant Superintendent.

W. H. Luck, Khandesh. Acting First Grade Assistant Superintendent.

Police Probationers.

A. R. Maidment, Poona. Acting Fifth Grade Superintendent. Doing duty as Personal Assistant to the Inspector General of Police.
H. R. Hume, Kolaba. Acting Fifth Grade Superintendent.
J. V. Cooke, Panch Mahals. Acting Fifth Grade Superintendent.
R. P. Lambert, Shikarpur.
H. Pogson, Broach.
A. H. M. Ostrehan, Poona.
J. W. Fellowes, Satara.
R. M. Phillips. Ahmedabad.
W. Heyland, Dharwar.
E. H. Ingle, Ahmednagar.

REGISTRATION DEPARTMENT.

(*New High Court Buildings.*)

T. M. Filgate, Inspector-General of Prisons, Registration and Stamps, and Registrar General of Births, Deaths and Marriages.
C. N. Hall, Personal Assistant to the Inspector General of Prisons.
Atmaram Trimbuck Kharkar, Sub-Registrar & Registrar, Under Act III. of 1872.

MILITARY APPOINTMENTS.

HIS EXCELLENCY LIEUT.-GENERAL SIR GEORGE RICHARDS GREAVES, K.C.B., K.C.M.G., COMMANDER-IN-CHIEF.

Personal Staff.

Lieut.-Col. H. P. LEACH, D.S.O., R.E., Military Secretary.

Capt. P. W. J. LEGALLAIS, 8th Hussars, Aide-de-Camp.

Capt. W. J. PEYTON, C.M.G., 3rd Bombay Cavalry, Aide-de-Camp and Interpreter.

Risaldar Major RAOJI RAO SANWANT, 1st Bombay Lancers, Native Aide-de-Camp.

ADJUTANT-GENERALS' DEPT.—Poona & Bombay.

Brigadier General W. F. Gatacre, District Staff Officer, British Infantry Adjutant-General.

Col C. A. Cuningham, S. C., Deputy Adjutant-General.

Col. R. L. H. Curteis, British Infantry, Assistant Adjutant-General.

Col. P. H Greig, Assistant Adjutant-General, Royal Artillery.

Major J. G. C. Curtis, Oxford Light Infantry, Assistant Adjutant-General for Musketry, Poona.

Major H. D Rosseter, Durham, L.I, Deputy Assistant Adjutant-General for Musketry, Bombay.

Capt. J. C. Francis, 5th Bombay Light Infantry, Deputy Assistant Adjutant-General for Musketry, Mhow.

Hony. Capt. W. Nugent, Unattached, Chief Clerk.

QUARTER-MASTER GENERAL'S OFFICE.

Brig.-General G. C. Hogg, Bo. Cav., Quarter-Master General.

Col. E. Carrington, British Infy., Deputy Quarter-Master-General.

Hony. Capt. J. R. Faulds, Unattached, Chief Clerk.

JUDGE ADVOCATE-GENERAL'S OFFICE.

Colonel H. B. Sanderson, S.C., Judge Advocate-General in India.

Col. R. F. C. A. Tytler, Ben. G. L. I, Deputy Judge Advocate General, Bombay and Poona.

Major E. Balfe, S.C., Assistant Judge Advocate General, Simla.

Lieut. Col. C. H. Sheppard, S.C., Assistant Judge Advocate General, Poona, Mhow, Deesa, Nagpore, Sind and Aden Districts.

BRIGADIER-GENERAL'S OFFICE.—Town Hall.

Brig.-Genl. W. T. Budgen, R.A., District Staff Officer, 2nd Class, Commanding, Bombay District.

Lieut.-Col. W. E. Hilliard, British Infantry, Assistant Adjutant-General Bombay.

Capt. J. C. Swam, 8th Bombay Infantry, Deputy Assistant Adjutant-General, Bombay.

Major C. J. Blomfield, Lan. Fusiliers, Deputy Assistant Adjutant General, Bombay.

COLABA DEPOT AND SANITARIUM.

Major F. W. Birch, Lancashire Fusilier, Commandant.

Lieut. R. Cashel, Yorkshire Light Infantry, Staff Officer.

ORDNANCE DEPARTMENT.

Col. F. W. M. Spring, R.A., Inspector-General of Ordnance, Bombay Circle, Poona.

Lieut.-Col. C. A. Empson, R.A., Ordnance Officer, 2nd Class, *Offg.* 1-t Class, Bombay.

Capt R. C. O. Stuart, R.A., Ordnance Officer, 4th Class, Assistant to Inspector General of Ordnance, Bombay Circle, Poona.

Capt. M. Walker, R.A., Ordnance Officer, 4th Class, Assistant Superintendent, Small Arms Ammunition, *Offg.* 3rd Class, Kirkee.

Capt. A. R. Braid, R.A., Ordnance Officer, 4th Class, *Offg.* 3rd Class, Bombay.

Capt. S. F. G. Smith, R.A., Supt. Gun Carriage Factory, Bombay.

Col. F. J. Caldecott, R.A., Supt. Gun Carriage Factory, Kirkee.

Major J. L. Fixott, R.A., Supt., Small Arms Ammunition Factory, Kirkee.

Lieut T. W. Brumby, Honorary Commissioned Officer, Bombay.

Lieut. A. Wiffen, Honorary Commissioned Officer, Head Overseer, Gun Carriage Factory, Poona.

Lieut. R. C. Webb, Deputy Assistant Commissary, Storekeeper, Gun Carriage Factory, Bombay.

Lieut. J.W. Evans, Deputy Assistant Commis-ary Overseer Gun Carriage Factory, Bombay.

H. Staff, Warrant Officer, *Offg.* Deputy Assistant Commissary, Bombay.

A. Sandiland, Warrant Officer, Bombay.

Tooth, J., Civil Chief Master Armourer, Bombay.

J. Stainton, Civil Chief Master Armourer, Poona.

COMMISSARIAT DEPARTMENT.

Town Barracks.

Lieut.-Col. T. F. Hobday, S.C., Commissary General, Poona.

Colonel J. Hibbert, General List, Assistant Commissary General, 1st Class.

Lieut.-Col. T. Teed, S.C., Assistant Commissary General, 1st Class (On leave.)

Major G. C. Dobbs, S. C., Asssistant Commissary General, 2nd Class, Commissary General *Offg.* 1st Clas Office, Poona.

Major B. L. P. Reilly, S.C., Assistant Commissary General 2nd Class, Poona.

Capt. W. J. R Wickham, S.C., Assistant Commissary General, 4th class, *Offg.* 3rd Class, Poona.

Capt. H. C. E. Cave, S.C., Deputy Assistant Commissary General, 1st Class, Bombay.

Lieut. H. C. Clowes, S.C., Deputy Assistant Commissionary General, 1st Class, Commissariat Storekeeper-General's Office, Bombay.

Capt. H. S. Hazelgrove, 4th Bombay Infantry, Deputy Assistant Commissary General, 1st Class, *Offg.* Assistant Commissary General, 4th Class, Bombay.

Capt. L. J. Mathias, 16th Bombay Infantry, Deputy Assistant Commissary General, 2nd Class, *sub-pro-tem.* Deputy Assistant Commissionary General, 1st Class, Bombay.

Lieut. C. M. Cockcraft, 20th Bombay Infantry, Chief Commissariat Office, Bombay (On probation.)

MILITARY ACCOUNTS DEPARTMENT.

Colonel H. H. P. Cowper, Genl: List, Ben. Cav., Controller of Military Accounts, Bombay.

Major W. J. B. Bird S.C., Deputy Accountant General Military Department, *Offg.* Military Accountant Controller, 1st Class.

Lieut.-Col. G. W. Sawyer, S.C., Military Accountant, 1st Class *Offg*, Controller, Bombay Circle, Poona.

Capt. H. M. Prior, S.C., Military Accountant, 3rd Class, *Offg.* Military Accountant, 2nd Class, Presidency Paymaster, Bombay.

Lieut. B. W. Marlow, S.C., Assistant Military Accountant, 2nd Class Examiner, Commissariat and Barrack Contingent Accounts, Bombay.

Capt. H. E. Passy, S.C., Military Accountant, 4th Class, *Offg.* Military Accountant, 3rd Class, Pay Examiner, Bombay.

Major W. C. F. Field, S.C., Assistant Accountant General, 4th Class, Military Department, Bombay.

MEDICAL ESTABLISHMENT.

The Hon'ble Surgeon-Major-General J. Pinkerton, M.D., Surg.-General with the Government of Bombay.

Surgeon-Captain M. A. T. Collie, Secretary to Surgeon General. (On leave.)

Surgeon B. Grayfoot, *Acting.*

Brig.-Surgeon A. Arnott, Physician, European General Hospital.

Sydney Smith, Surgeon to Coroner and Police Surgeon.

Surg.-Major F. F. MacCartie, I M.S., Health Officer of the Port of Bombay.

Brigade-Surgeon-Lieutenant-Colonel G. A. Maconachie, Presidency Surgeon, 1st District.

Brigade-Surgeon-Lieutenant-Colonel S. O'B. Banks, I.M.S., Presidency Surgeon, 2nd District, and Marine Surgeon.

Surgeon Lieutenant-Colonel G. Waters, I.M.S., Presidency Surgeon, 3rd District, with attached duties.

Surgeon-Major H. W. B. Boyd, Supdt., Lunatic Asylum, Colaba.

Surgeon-Major D. N. Parakh, Medical Officer, in charge Gokuldas Tejpal Hospital.

MISCELLANEOUS.

Major F. W. Kitchener, W. York. Regiment, Deputy Assistant Adjutant General for Instruction, Poona.

Major M. C. O'Connel, R. Dub. Fus., Inspector of Gymnasia, Madras and Bombay.

Captain J. R. K. Birch, Cheshire Regiment, Inspector of Army Signalling, Madras and Bombay.

Capt. F. R. H. Chapman, 25th Bombay Infantry, Army Educational Department, *Offg.* Superintendent, Army Schools.

Hony. Lieut. J. C. Perkins, Army Educational Department, Inspector of Army Schools.

Major-General R. Blundell-Hollinshead-Blundell, British Cavalry, General Officer Commanding Districts of the 1st Class, Poona.

Lieut. B. Upperton, Oxf. L. Infy., Aide-de-Camp to Major-General R. Blundell-Hollinshead-Blundell.

Major-General H. S. Anderson. C.B., S.C., General Officer Commanding District of the 1st District, Mhow.

Capt. G. W. W. Savile, Middlesex Regiment, Aide-de-Camp to Major-General H. S. Anderson, C.B., Mhow.

Brigadier-General W. T. Budgen, R.A., General Officer Commanding Districts of the 2nd Class, Bombay.

Lieut.-Col. W. E. Hilliard, British Infantry, Assistant Adjutant General, Bombay

Capt. J. C. Swann, 8th Bombay Infantry, Deputy Assistant Adjutant General, Bombay.

Major C. J. Blomfield, Lan. Fusiliers, Deputy Assistant Adjutant General, Bombay.

Capt. T. P. Geoghegan, 3rd Bombay Cavalry, Deputy Assistant Adjutant General, Poona.

Col. F. W. M. Spring, R. A., Inspector General of Ordnance, Bombay Circle, Poona

Capt. C. M. Brunker, Lan. Fus., Station Staff Officer, 2nd Class, Poona.

Capt. F. W. J. Caulfield, 10th Bombay Infantry, Station Staff Officer, 3rd Class, Kirkee.

DIVISIONAL, DISTRICT, BRIGADE, & STATION STAFF.

POONA DIVISION.

HEAD QUARTERS, POONA.

DIVISIONAL STAFF.

Major-General R. Blundell-Hollinshead-Blundell, British Cavalry, Commanding.

Capt. B. Upperton, Oxford Light Infantry, Aide-de-Camp.

Lieut.-Col. A. B. Stopford, R.A., Assistant Adjutant General. (On special duty.

Major C.E. Sawyer, North Lancashire Regiment, *Offg.* Assistant Adjutant General.

Capt. T. P. Geoghegan, 3rd Bombay Cavalry, Deputy Assistant Adjutant General.

Major J. G. C. Curtis, Oxford Light Infantry, Assistant Adjutant General for Musketry.

Col. A. M. Rawlins, Staff Captain, Royal Artillery, Poona Circle. (On leave.)

Captain C. A. Anderson, R.A., Staff Capt., Royal Artillery, Poona Circle. (On leave.)

Captain S. W. Lane, R.A. *Offg.*, Staff Captain, R.A., Poona Circle.

Colonel R. F. C. A. Tytler, Ben. G.L.I., Deputy Judge Advocate General.

Major F. W. Kitchener, W. York. Regiment, Deputy Assistant Adjutant General for Instruction.

Capt. M. Hanley, Unattached, in charge of Ordnance Depôt.

Major B. L. P. Reilly, S.C., Chief Commissariat Officer.

Surg.-Colonel J. Warren, M.S., Principal Medical Officer.

STATION STAFF.

POONA.

Captain C. M. Brunker, Lanc. Fusiliers, Staff Officer.

Capt. W. J. R. Wickham, S.C., Commissariat (Transport) Officer.

Major E. D. Newnham-Smith, 5th Cavalry, Cantonment Magistrate.

Surgeon-Major E. W Young, I. M. S., Staff Surgeon. (Private affairs.)

Surgeon-Major G. H. Bull, M.D., I.M.S., *Offg.* Staff Surgeon.

AHMEDNAGAR.

Col. H. C. Morse, 8th Bombay Infantry, Commanding.

Capt. H. Welman, 13th Bombay Infantry, Staff Officer and Cantonment Magistrate.

Lieut. H. E. Barnes, Unattached, Commissariat Officer.

Conductor W. R. Nicholson, Barrack Master.

KIRKEE.

Lieut.-Col. R. W. Kaye, R. H. A., Commanding.

SATARA.

Colonel F. D. Mander, 3rd Bombay Infantry, Commanding.

Lieut. G. de S. DeLisle, 3rd Bombay Infantry, Staff Officer.

Conductor R. Willis, In Commissariat charge.

SIRUR.

Colonel A. Currie, 4th Bombay Cavalry, Commanding.

MALEGAON.

Lieut. J. R. B. G. Carter, 8th Bombay Infantry, Commandant and Cantonment Magistrate.

Lieut. L. F. J. de V. Stokes, Royal Lancashire Regiment, Commandant and Staff Officer.

PURANDHUR SANATARIUM.

Surg.-Capt. H. J. Barnes, M S., In Medical charge.

NORTHERN DIVISION.

HEAD QUARTERS, DEESA.

DISTRICT STAFF.

Brigadier-General G. F. Beville, S. C., Commanding.

Major F. Stevenson, 19th Bombay Infantry, Assistant Adjutant General.

Major W. J. Orr, S.C., Chief Commissariat Officer.

STATION STAFF.

DEESA.

Captain, A. Phayre, 3rd Bombay Cavalry, Staff Officer.

Major A. Wapshare, 26th Bo. I., Cantonment Magistrate. (On leave.)

Captain E. O. Owen, 3rd Bombay Cavalry, *Offg.* Cantonment Magistrate.

AHMEDABAD.

Lieut.-Col. W. A. Wetherall, 22nd Bombay Infantry, Commanding.

Captain A. T. H. Newnham, 22nd Bombay Infantry, Staff Officer, *Offg.* Cantonment Magistrate.

Conductor H Duke. In charge of Ordnance Depôt.

Lieut. G. H. Nelson, Unatt ched, Commissariat Officer.

RAJKOT.

Captain R. I. Scallon, District Staff Officer, 23rd Bombay Inantry, Commanding.

Captain W. S. Delamain, 23rd Bombay Infantry, Staff Officer.

MOUNT ABU SANITARIUM.

Capt. E. H. R. Hibbert, Lanc. Fusisier, Commandant.

Surgeon-Major T. F. MacNeece, M.S. In Medical charge.

MHOW DIVISION.

HEAD-QUARTERS, MHOW.

DISTRICT STAFF.

Major-General H. S. Anderson, C.B., S.C., Commanding.

Capt. G. W. W. Savile, Middlesex Regiment. Aide-de-Camp.

Major C. E. Sawyer, North Lancashire Regiment, Assistant Adjutant General (Temporary).

Major P. W. A. A. Milton, Yorkshire Light Infantry, *Offg.* Assistant Adjutant General.

Captain J. Monteith, 7th Bombay Lancers, *Offg.* Deputy Assistant Adjutant General for Musketry.

Capt. J. C. Francis, 5th Bombay. Infantry, Deputy Assistant Adjutant General for Musketry.

Captain E. S. Brooke, R.A., Ordnance Officer.

Major G. B. E. Radcliffe, S. C., Chief Commissariat Officer.

Surgeon-Colonel J. Davis, Medical Staff, Principal Medical Officer.

STATION STAFF.

NUSSEERABAD.

Colonel E. Cunningham, S.C., Colonel on the Staff, Commanding.

Major P. W. A. A. Milton, Yorkshire Light Infantry, Staff Officer, *Offg.* Assistant Adjutant General, Mhow District.

Capt. A. C. Lovetta. Gloucester Regiment *Offg.* Staff Officer.

Lieut., C. F. T. Murray, 3rd Bombay Infantry, Commissariat Officer.

Colonel A. W. Roberts, General List, Bengal Cavalry, Cantonment Magistrate.

MHOW.

Capt. W. W. Battiscombe, 9th Bombay Infantry, Staff Officer.

Colonel W. S. Peat, Genl. List Cav., Cantonment Magistrate.

NEEMUCH.

Lieut.-Col. E. F. Cambier, R. A., Commanding.

Capt. H. R. Tufnell, Gloucester Regiment, Staff Officer.

Capt. E. J. Carter, S.C., Commissariat Officer.

Capt. A. D., Fordyce, 3rd Bombay Infantry, Cantonment Magistrate.

ASIRGARH.

Col. R. Bythell, S.C., Commandant.

BOMBAY DISTRICT.

HEAD-QUARTERS, BOMBAY.

DISTRICT STAFF.

Brig.-General W. T. Budgen, R.A., District Staff Officer, Commanding.

Lieut.-Col. W. E. Hilliard, British Infantry, Assistant Adjutant General.

Capt. J. C. Swann, 8th Bombay Infantry, Deputy Assistant Adjutant General.

Major C. J. Blomfield, Lancashire Fusiliers, Deputy Assistant Adjutant General.

Major H. D. Rosseter, Durham Light Infantry, Deputy Assistant Adjutant General for Musketry.

Colonel D. V. Shortland, R.A., Colonel on the Staff, Royal Artillery, Bombay Circle.

Capt. J. H. Jellett, R.A., Staff Captain, Royal Artillery, Bombay Circle.

Lieut.-Col. C. A. Empson, R.A., Ordnance Officer.

Captain H. C. E. Cave, S. C., Chief Commissariat Officer.

Surg.-Col. D.E. Hughes, M.D., I.M.S., Principal Medical Officer.

STATION STAFF.

BOMBAY.

Lieut.-Col. W. Osborn, R.E., Executive Engineer, Military Works. (On Furlough.)

Major A. Hildebrand, R.E., *Offg.* Executive Engineer, Military Works.

Major E. C. Spilsbury, R.E., Executive Engineer, Defences.

Brig.-Surg. Lieut.-Col. G. A. Maconachie, M.D., I.M.S., Presidency Surgeon, 1st District.

Brig.-Surg. Lieut.-Col. S. O'B. Banks, F.R.C.S.I., I.M.S., Precy. Surgeon, 2nd District.

Surg.-Lieut-Col. G. Waters, I. M. S., Presidency Surgeon, 3rd District.

Surgeon-Major F. F. MacCartie, I.M.S., Health Officer of the Port., Acting Deputy Assay Master, Bombay Mint.

Surgeon-Capt. J. Crimmin, I. M. S., V. C., Acting Health Officer of the Port.

BARODA.

Lieut.-Col. W. C. Black, 1st Bo. I. Commanding.

Lieut. F. A. Hoghton, 1st Bo. I., Staff Officer.

Captain C. A. S. Montgomery, 1st Bo. I., Cantonment Magistrate.

BHUJ.

Col. C. P. Newport, 17th Bo. I., Commanding.

Lieut. C. D. Lester, 17th Bo. I., Staff Officer.

SURAT.

Lieut. G. M. Rolland, 1st Bo. I., Commanding and Staff Officer.

DEPOT—DEOLALI.

Lieut.-Col. C. E. Hussey, British Infantry, Commandant.

Captain G. A. Carleton, Royal Lancashire Regiment, Adjutant.

Capt. H. W. Carden, A. P. D. Paymaster.

Capt. R. Pringle, Unattached, Quarter Master.

Capt. G. Collyer, Unattached. In Commissariat charge.

Surg.-Lieut.-Col. J. D. Edge, M.D., M.S. In Medical charge.

Conductor P. O'Donnell, Barrack Master.

COLABA DEPOT & SANITARIUM.

Major F. W. Birch, Lan. Fus., Commandant.

Lieut. R. Cashel, Yorkshire Light Infantry, Staff Officer.

SIND DISTRICT.

HEAD-QUARTERS, KARACHI.

DISTRICT STAFF.

Brig.-General B. A. Combe, C. B., British Cavalry, Commanding. (Privilege leave.)

Colonel G. C. Sartorius, C.B., 27th Bombay Infantry, *Offg.* Commanding.

Colonel J. T. Watling, S.C., Assistant Adjutant General.

Captain H. S. FitzGerald, Durham Light Infantry, Deputy Assistant Adjutant General.

Captain L. G. Watkins, R.A., Ordnance Officer.

Captain H. B., Warden, S.C., Chief Commissariat Officer.

Surgeon-Colonel P. S. Turnbull, M.D., I.M.S., Principal Medical Officer.

STATION STAFF.

KARACHI.

Captain P. E. Dixon, R.E., Executive Engineer, Military Works.

Lieut. P.H. Pryor, 17th Bengal Cavalry, Commissariat (Transport) Officer.

Colonel H. B. Jacob, S.C., Cantonment Magistrate (Leave on Medical Certificate.)

Lieut. W. M. Southey, 27th Bombay Infantry, *Offg.* Cantonment Magistrate.

Surgeon.-Capt. J. Semple, M.S., Staff Surgeon.

HYDERABAD.

Lieut.-Col. O'M. Creagh, V.C., 29th Bombay Infantry, Commanding.

Captain F. J. S. Lowry, 29th Bo. I., Staff Officer and Cantonment Magistrate.

Sub.-Conductor J. M. Smith, in Commissariat charge.

JACOBABAD.

Major F. Abbott, 7th Bombay Lancers, Staff Officer and Cantonment Magistrate.

GHIZREE SANITARIUM.

Lieut. H. R. Beddoes Royal Dublin Fusiliers, Commanding.

ADEN DISTRICT.

HEAD-QUARTERS, ADEN.

DISTRICT AND STATION STAFF.

Brig.-General J. Jopp, S.C., Commanding. (Political Resident.)

Lieut. J. O. Mennie, 30th Bo. I., A.-D.-C. to Political Resident.

Capt. C.R. Phillipps, 19th Bo. I., Deputy Assistant Adjutant General.

Major E. A. Barclay, S.C., Chief Commissariat Officer.

Mr. L. P. Walsh, C.I.E., Cantonment Magistrate.

Surg.-Maj. C. Monks, I.M.S., Port Surg.

QUETTA DISTRICT.

HEAD-QUARTERS, QUETTA.

Major-General Sir G. S. White, V.C., K.C.B., K.C.I.E., British Infantry, Commanding.

Capt. S. C. F. Jackson, District Staff Officer, Hampshire Regt., Aide-de-Camp.

Colonel P. D. Jeffreys, Assistant Adjutant General.

Major C. J. Mackenzie, Seaforth Highlanders, Deputy Assistant Adjutant General.

Major C. M. Keighley, District Staff Officer, S.C., Chief Commissariat Officer.

Surgeon-Colonel W. Graves, M.S., Principal Medical Officer.

STATION STAFF.

QUETTA.

Lieut. C. M. Cartwright, 6th Bo. Cav., Staff Officer.

Captain A. L. M. Turner, R.A., Ordnance Officer.

Lieut.-Col. W. H. Browne, S.C., Cantonment Magistrate.

Surgn.-Capt. J. C. Morgan, M.S., Staff Surgeon.

Rev. E. J. Warlow Storrs, Chaplain.

LORALAI.

Col. W. A. Lawrence, 17th Bengal Cavalry, Commanding.

PISHIN.

Major F. B. Pesle, 2nd Bombay Infantry, Commanding.

NEW CHAMAN.

Major S. H. P. Graves, 40th Bengal Infantry, Commanding.

Lieut. T. McKay, 40th Bengal Infantry, Staff Officer.

GUMBAZ.

Captain R. W. Sherard, 5th Bo. Cav., Commanding.

FORT SANDEMAN.

Major M. James, 5th Bombay Cavalry, Commanding.

Lieut. G. J. F. Soady, 19th Punjab Infantry, Staff Officer.

MIR ALI KHEL.

Lieut. D. Beames, 19th Punjab Infantry, Commanding.

NAGPORE DISTRICT.

HEAD-QUARTERS, KAMPTEE.

DISTRICT STAFF.

Brig.-General J. Gatacre, C.B., S.C., Commanding.

Capt. E. A. D'A. Thomas, Worcestershirement Regiment, Deputy Assistant Adjutant General.

Lieut. H. R F., Anderson, S.C., Chief Commissariat Officer.

Surgeon-Colonel H. Cook, M.D., I.M.S., Principal Medical Officer.

STATION STAFF.

KAMPTEE.

Capt. G. S. Hogge, 12th Bombay Infantry, Staff Officer.

Capt. C. M. Nedham, S.C., Cantonment Magistrate.

SEETABULDEE.

Lieut. G. C. Knight, North Lancashire Regiment, Commanding and Staff Officer.

RAIPUR.

Capt. C. F. S. Alban, 7th Bombay Infantry, Commanding.

Lieut. A. P. A. Elphinstone, 7th Bo. I., Staff Officer.

SAMBALPORE.

Capt. J. C. Hallway, 7th Bo. I., Commanding,

Lieut. A. Hay, 7th Bo. I., Staff Officer.

Troops of the Bombay Army serving in Burma.

No. 6 (Bo.) Mountain Battery.

Troops of the Bombay Army serving in Burma and Manipur.

No. 5 (Bombay) Mountain Battery—Bhamo.

No. 6 (Bombay) Mountain Battery—Bhamo.

28 Bombay Infantry (Pioneers)—Manipur.

DISTRIBUTION OF THE BOMBAY ARMY.

Corps.	Station.
CAVALRY.—*British.*	
7th Hussars	Mhow
Native.	
Governor's Body Guard	Gunesh Khind
1st Lancers	Neemuch
Detachments	Nasirabad (1 Squad.)
2nd Lancers	Poona
3rd Light Cavalry...	Deesa
Detachment	Rajkot (1 Squad.)
4th Cavalry (Poona Horse).....	Sirur
5th Cavalry (Sind Horse)	Fort Sandeman
Detachments.....	Gumbaz (1 Squad.), Jacobabad (1 Trp.) Panjgur, Mir Ali Khel, Naw[illegible]-Oba, Mogal-Kot.
6th Cavalry (Jacob's Horse)	Quetta
Detachment	Chaman (1 Troop.) and Pishin
7th Lancers (Ba-(luch Horse) ...	Jacobabad
Aden Troop	Khor Maksar
ROYAL HORSE ARTILLERY.	
L Battery	Kirkee
N Battery	Mhow
FIELD ARTILLERY.	
17th Field Battery..	Neemuch
20th ,, Battery...	Kamptee
26th ,, Battery...	Ahmednagar
27th ,, Battery...	Kirkee
35th ,, Battery...	Ahmedabad
36th ,, Battery...	Kirkee
47th ,, Battery...	Karachi
53rd ,, Battery...	Hyderabad
55th ,, Battery...	Deesa
59th ,, Battery...	Neemuch
72nd ,, Battery...	Kirkee

Corps.	Station.
GARRISON ARTILLERY.	
Eastern Division.	
No. 14 Company...	Bombay
No. 21 Company...	Bombay
Southern Division.	
No. 3 Company ...	Karachi
Detachment	Manora
No. 11 Company ...	Bombay—Under orders for Delhi
Western Division.	
No. 2 Company ...	Aden
No. 6 Company ...	Aden
No. 11 Company ...	Aden
No. 13 Company (Heavy Battery).	Mhow—Under orders for Secunderabad
NATIVE ARTILLERY.	
No. 5 (Bombay) Mountain Battery	Bhamo
Detachment	Mekran (2 guns)
No. 6 (Bombay) Mountain Battery	Bhamo—Under orders for Poona
Detachment	Fort Harrison, Sadon. (2 guns)
SAPPERS AND MINERS.	
Head Quarters	Kirkee
1st Company	Kirkee
2nd Company.....	Kirkee
3rd Company	Aden
4th Company	Kirkee—Under orders for Quetta
A Company (Depôt)	Kirkee
Detachments....	Bombay (17 men)

Corps.	Station.
INFANTRY.—*British.*	
2nd Battn. Royal Lancaster Regt.	Ahmednagar
Detachment	Satara (2 Cos.), and Kirkee (1 Co.)
2nd Battalion Lan. Fusiliers.....	Poona
2nd Battalion South Wales Borderers.	Aden
2nd Battalion Gloucestershire Regt.	Nuseerabad
Detachment ..	Neemuch (2 Cos.)
1st Battalion Worcestershire Regt.	Poona—Under orders for Kamptee
1st Bn. Loyal North Lan. Regt.....	Kamptee—Under orders for Bombay
Detachment	Seetabuldee (51 men)
2nd Bn. Yorkshire Light Infy.	Bombay—Under orders for Poona
Detachments.....	Deesa (2 Cos.) Ahmedabad (1 Co.) and Deolali (1 Co.)
2nd Battn. Durham Light Infy.	Mhow
Detachment	Indore (1 Co.)
2nd Battn. Royal Dublin Fusiliers.	Karachi Under—orders for Quetta
Detachment	Hyderabad (3 Cos.)
Native.	
1st Regt. (Grs.) ...	Baroda
Detachment	Surat (2 Cos.)
2nd Regt. (Grs.) ...	Pishin
Detachments.....	Sibi (1 Co.), Shelabagh (1 Co.) Spinwana (1 Co.) and Killa Abdulla (34 men)
3rd Regt. (Light)...	Satara—Under orders for Mhow
4th Regt. (1st Battalion R. R.)...	Quetta—Under orders for Poona
Detachment	Kelat (19 men)
5th Regt. (Light)...	Bombay
Detachment	Tanna (1 Co.)
7th Regt.....	Raipur
Detachment	Sambalpur (4 Cos.)
8th Regt.....	Ahmednagar
Detachment	Malegaon (1 Co.)
9th Regt.....	Mhow—Under orders for Quetta
Detachment	Asirgarh
10th Regt. (Light)..	Poona—Under orders for Satara
Detachment	Kirkee (2 Cos.)

Corps.	Station.
12th Regt.	Kamptee
Detachment	Sitabuldi (1 Co.)
13th Regt.	Poona
14th Regt.	Deesa
16th Regt.	Aden
Detachments.....	Perim (31 men), Berbera (51 men), Zaila (48 men), Bulhar, (20 men), and Shaik Othman (41 men)
17th Regt.	Bhuj
19th Regt.	Mhow
Detachment	Indore (3 Cos.)
20th Regt.	Nasirabad
Detachment	Neemuch (Wing)
21st Regt. or Marine Battalion	Bombay
Detachments.....	Bushire (31 men), Baghdad (26 men), & Muscat (21 men)
22nd Regt.....	Ahmedabad
Detachment	Sadra (1 Co.)
23rd Regt. (2nd Bn. R. R.)	Rajkot
Detachment	Wadhwan (1 Co).
24th Regt. (Baluchistan)	Quetta
25th Regt. (3rd Bn. R. R.)	Poona
26th Regt. (Baluchistan	Sibi
27th Regt. (Light) (1st Baluch Bn.)	Karachi—Under orders for Quetta
Detachments.....	Panjgur (1½ Cos.), and Khej (46 men).
28th Regt. (Pioneers Depot	Manipur Kirkee
29th Regt. (2nd Baluch Battn.)	Hyderabad
Detachments.....	Jacobabad (2 Cos.) and Karachi (1 Co.)
30th Regt. (3rd Baluch Bn. *late* Jacob's Rifles) ...	Loralai—Under orders for Karachi
Detachments.....	Sinjawi (7 men) Morgha (47 men) & Fort Sandeman (1 Co.)

DEPOTS AND SANITARIA.

Deolali	Mount Abu
Colaba	Taragarh
Purandhar	Khandalla
Ghizree	

BOMBAY LIGHT HORSE.

Attached to Bombay Volunteer Rifle Corps for Administrative purposes.

Uniform—KHAKI.

HON. COLONEL.—H. E. the Right *Hon.* LORD HARRIS, G.C.I.E., Governor of Bombay.

T. W. Cuffe, *Lieutenant.*
G. W. Moir, *2nd Lieutenant.*

BOMBAY VOLUNTEER ARTILLERY (2 Companies).

Uniform—KHAKI.

Major G. W. Roughton, Commandant.
Captain A. K. Leslie, Commanding (No. 1 Company).
Captain W. G. Wilson, Commanding (No. 2 Company).
Lieut. J. S. Slater, *Acting Adjt.*
Lieut. H. W. Barrow (No. 2 Company).
2nd Lieut. L. Penny (No. 1 Company).
2nd Lieut. L. J. Robertson (No. 2 Company.

STAFF.

Hony. Capt. A. C. Clark, *Hony. Pay & Quarter-Master.*
Surgeon J. Crimmin, V.C., I.M.S. *Surgeon.*

Unattached List.

Lieut. Henry O'Connor.

BOMBAY VOLUNTEER RIFLES.

HEAD QUARTERS—*Old Sailors' Home Building, Picquet Road.*

HONORARY COLONEL.

H. E. the Right Hon'ble Lord Harris, G.C.I.E., Governor of Bombay,

Lieut.-Col. the *Hon.* L.H. Bayley, A.D.C., Commandant.
F. S. Hore, *Major.* (Supry. List.)
R. S. Brown, *Major.*
H. A. Acworth, C.S., *Major.*
Major T. W. C. Leathem, *Adjutant.*
Hon. Capt. A. F. Soundy, *Pay-Master.*
Lieut. J. P. Cornforth, *Quarter-Master.*
J. Arnott, M.D., I.M.S., and W. McEvoy L.R.C.S., L.R.C.P., L.M.E., *Hon. Surgeons.*
Rev. T. H. Greig, and Rev. H. Bochum, *Hon. Chaplains.*
Revd. F. N. Hill, M.A., Hony. Chapln.
J. P. Baird, *Captain.*
E. F. Nicholson, *Captain.*
F. Place, *Captain.*
G. Lund, *Captain.*
J. Kenny, *Captain.*
W. Jefferies, *Lieutenant.*
T. M. English, *Lieutenant.*
F. W. English, *Lieutenant*
N. Devlin, *Lieutenant.*
D. J. Sharp *Lieutenant.*
F. A. Rowland, *Lieutenant.*
J. W. Smith, *Captain.*
J. H. Ferneaux, *Lieutenant.*
R. Snell, *2nd Lieutenant.*
H. R. H. Wilkinson, *Lieutenant*
S. Tomlinson, *Lieutenant.*
C. E. James, *2nd Lieutenant.*

(*Uniforms*, RED; *Facings*, BLUE; *Lace*, SILVER.

PUBLIC WORKS DEPARTMENT.

(Opposite Bombay Post Office, Frere Town, Esplanade.)

W. S. Howard, M. Inst., C.E., Chief Engineer and Secy. to Government.
C T. Burke, R.E., M. Inst. C.E., Under Secretary to Government.
W. Turner. Assistant Secy. to Govt.
Lieut.-Col. F. Firebrace, R.E., Assoc. Inst. C.E., Secretary, to Govt. (Ry.)
Major H. O. Selby, R.E., Under Secretary to Government, P. W. Department, (Railway.)
F. T. Hutchinson, Examiner, Public Works Accounts.
W. Lund, Examiner, 4th Class, 3rd Grade, Temporary.
F. W. Eicke, Deputy Examiner, First Grade,
F. P. Quinlan. Examiner of Guaranteed Ry. Accounts, Bombay.
Major Oliver, R. E., Executive Engineer, Presidency.
W. N. Shilstone, Assistant Secretary.
Capt. C. A. R. Browne, R.E., Examiner 4th Class, 3rd Grade, Sub *pro-tem.*
Capt. E. A. Walker, R.E., Government Examiner of Accounts, Southern Maratha Railway Co.
M. H. Dunhill, Assistant Examiner (Honorary).
A. Conley, *Offg.* Deputy Examiner.
T. D. Little, M. Inst. C.E., Chief Engineer, Second Class, N. D.
Colonel J. D. Cruickshank, R.E., Superintending Engineer, First Class, Central Division,
H. M. Thompson, B.A., M.Inst. C.E., Superintending Engineer, Third Class, Temporary Superintending Engineer, Second Class, Sind.
W. Rabbitt, Asst. Examiner (Hony.)

EXECUTIVE ENGINEERS—First Grade.

A. Davidson, M. Inst., C.E., Belgaum District
S. R. Doig, M. Inst., C.E., Services placed at the disposal of Government in the General Department for appointment as Sanitary Engineer for Bombay Presidency.
W. C. Hughes, M. Inst., C.E., appointed Chairman of the Bombay Port Trust.
J. R. Hartherly, Nasik.
R. B. Joyner, M. Inst., C.E., Acting Sanitary Engineer.
H. G. Pallister, M. Inst., C.E., Acting Superintending Engineer, Southern Division, and Superintending Engineer, 3rd Class, temporary rank.
D. Rutherford Shopaiur.
J. Tate, M. Inst., C.E., Karachi Canals.
Major W. J. Lister, R.E. Services temporarily placed at the disposal of the Govt. of India for employment in the Military Works Branch.
J. Young, C.E., Hyderabad Canals, Executive Engineer, First Grade, sub. *pro-tem.*
S. Rebsch, Assoc. M. Inst., C.E., Surat and Broach.
E. K. Reinold, Poona, Executive Engineer, First Grade, Sub. *pro-tem.*

Second Grade.

J. Adams, Architectural Executive Engineer and Surveyor to Govt.
W. H. White, services temporarily placed at the disposal of Morvi State.
Captain E. C. Spilsbury, R.E., in the Military Works Department.
E. W. Arundel, B.A., *Offg.* Deputy Consulting Engineer for Railways. On the list of the Govt. of India.

Third Grade.

D. George, Assoc. M. Inst., C.E., Acting, Bijapur.
T. Summers, B. Sc., Assoc. M. Inst. C.E., Fuleli Canals.
W. L. S. L. Cameron, Assoc. M. Inst., C.E, Satara.
J. E. Dallas, Assoc. M. Inst. C.E., Superintendent of Works, Hyderabad-Umarkot Railway. On the list of the Government of India.
F. A. Daskwood, Acting, Dharwar.
G. O. W. Dunn, Khandesh, and sub. *pro-tem.*, Executive Engineer, Second Grade.
W. H. LeQuesne, Nira Canal. Executive Engineer, Second Grade. Sub *pro-tem.*
E. Pinhey, Ahmednagar, Executive Engr., Second Grade. Sub *pro-tem.*

EXECUTIVE ENGINEER—FOURTH GRADE.

E. J. Alexander, Hyderabad-Umarkot Railway. On the list of the Government of India, and sub *pro-tem* Executive Engineer, Fourth Grade.

T. Walter de Winton, Eastern Para, and Executive Engineer, Third Grade. Sub. *pro-tem.*

R. C. Dyson, Deputy Consulting Engineer for Railways and sub, *pro-tem.* Executive Engineer, 4th Grade, on the Govt. of India's list.

A. Hill, Belgaum.

R. R. Menner, Western Nara and Executive Engineer, Third Grade. Sub. *pro-tem*

ASSISTANT ENGINEERS—FIRST GRADE.

F. R. Bader. Hyderabad Canals.

R. Barnes, Dharwar Irrigation.

D. W. Herbert, Begari Canals, and Executive Engineer, 4th Grade. Sub. *pro-tem.*

G. McCulloch Harrison, Karachi Canal, and Temporary Executive Engineer, 4th Grade.

H. C. R. John, Fuleli Canal.

Lieut. W. V. Scudamore, R.E., Dharwar.

F. L. Spratt, Poona Irrigation. Acting Executive Engineer.

S. N. Squire, Kaira, and Temporary Executive Engineer, 4th Grade.

W. L. Strange. Irrigation, Dharwa-, Sub. *pro tem.* Executive Engineer, 4th Grade.

EXTRA ASSISTANT ENGINEER—FIRST GRADE.

Capt. M. Dowling, Satara.

ASSISTANT ENGINEERS—FIRST GRADE (HONORARY)

H. W. Clements, Poona.

W. J. Greene, Belgaum.

R. Levingstone, Poona Irrigation.

W. B. Rix. Services temporarily placed at the disposal of the Government of India for employment in the Military Works Branch.

SECOND GRADE.

A. W. Shepard, Karachi Canals.—F. Wright, Karachi Canals.

EXTRA ASSISTANT ENGINEER—SECOND GRADE.

Lieut. H. C. Vautin. Services temporarily placed at the disposal of the Government of India for employment in the Military Works Branch.

ASSISTANT ENGINEER—SECOND GRADE (HONORARY.)

W. K. Laxton, Ahmedabad.

ASSISTANT ENGINEER—THIRD GRADE.

R. M. MacFarlain, L. C. E., Fuleli.

ASSISTANT ENGINEER—THIRD GRADE (HONORARY.)

J. Lamb. Services temporarily placed at the disposal of the Government of India for employment in the Military Works Branch.

FINANCIAL DEPARTMENT.

ACCOUNTANT-GENERAL'S OFFICE.

(New Secretariat Buildings, Frere Town, Esplanade.)

A. F. Cox, I.C.S., Accountant-General, Class II., and Commissioner of the Department of Issue of State Paper Currency, *Offg.* Class I.

R. C. Chapman, Assistant Accountant General Class IV, Enrolled List, *Offg.* Class III, Enrolled List.

Godrezi Dorabji Padamji, B.A., Assistant Accountant-General, Class V, Enrolled Li t, *Offg.* Deputy Accountant General, Class III., Enrolled List.

Krishnaji Balvant Nagle, Assistant Accountant General, Class VI, Enrolled List, *Offg.* Class IV., Enrolled List.

H. G. Tomkins, Probationer, Class VII., Enrolled List, *Offg.* Class V. Enrolled List.

W. Bedford, Chief Superintendent, Class II.

F. C. Brewin, Chief Superintendent, Class III.

PAPER CURRENCY OFFICE.

(Rampart Row, opposite National Bank.)

A. F. Cox, I.C.S., Accountant-General.

STAMP & STATIONERY OFFICE.

(New Secretariat Buildings, Frere Town, Esplanade.)

J. MacNabb Campbell, M.A., LL.D., C.I.E., I.C.S., Superintendent of Stamps and Stationery.

J. S. Maidment, Assistant Superintendent of Stamps.

MINT MASTER'S AND MINT ENGINEER'S OFFICE.

(Mody Bay Road, next to Town Hall.)

Lieut.-Col. R. V. Riddell, R.E., Mint Master and Mint Engineer.

ASSAY MASTER'S OFFICE.

Major G. W. Martin, S.C., J.P., F.R.G.S., F.C.S., Assay Master.

Surgeon-Major S. F. MacCartie M. B., Acting Deputy Assy Master.

ECCLESIASTICAL ESTABLISHMENT.

CHURCH OF ENGLAND.

The Right Rev. Louis George Mylne, M.A., D.D., Bishop of Bombay

The Ven'ble A. G. Lewis, B.A., B.D., Archdeacon of Bombay and Bishops Commissary.

Rev. A. Y. Browne, M.A., Garrison Chaplain at the Presidency.

Rev. F. N. Hill, M.A., Domestic Chaplain to the Bishop of Bombay.

Rev. C. E. Cambridge de Coetlogan, M.A., Chaplain, Colaba.

Rev. J. A. Sellar, M.A., Byculla.

F. Yorke Smith, M.A., Register of the Diocese.

ESTABLISHED CHURCH OF SCOTLAND.

Rev. T. H. Greig, Senior Chaplain, Bombay.

CHURCH OF ROME.

The Most Rev. Th. Dalhoff, S.J., Archbishop of Bombay.

ROYAL INDIAN MARINE DEPARTMENT.

(Dockyard, Apollo Road.)

Captain JOHN HEXT, R.N. (retired), A.D.C., C.I.E., Director of the Royal Indian Marine.

Captain A. Gwyn, R.I.M., Assistant Director of the Royal Indian Marine.

Captain E. R. Shopland, Staff Officer.
W. A. Collins, Engineer of the Yard Craft.
F. Place, Storekeeper.
T. Anderson, Inspector of Machinery.
A. C. Lloyd, Chief Clerk.
A. A. Ash, Chief Builder.
H. Johnston, Foreman of the Factory.
A. E. Nash, Cashier.
F. McCulloch, Builder's Foreman.
J. A. Yates, Foreman of the Foundry.
C. J. Care, Foreman Boiler-maker
F. Wade, Assistant Boiler-maker.
A. Monk, Master Rigger.
Brig.-Surgeon S. O'B. Banks, Marine Surgeon.

MARINE PORT DEPARTMENT.

Captain Maurice Bean, I. M., Port Officer, *Ex-Officio* Master Attendant and Registrar of Shipping, President of the Board of Examiners for granting Certificates to Masters, Mates, Engineers, & Ship Surveyors. (On leave.)
Captain B. P. Creagh, *Acting*.
Captain R. D. Paget Jones, I. M., Assistant Port Officer.
J. F. Walke, Senior Dockmaster, Prince's and Victoria Docks.
J. Smith, Junior Dockmaster, Prince's and Victoria Docks.
J. B. Mack·y, Assistant Conservator of the Port.
T. Thorburn, Harbour Master.
Khan Bahadoor Jamsetjee Dhunjibhoy Wadia, Shipwright Surveyor to the Port.
A. W. Seabrooke, Engineer Surveyor to the Port.
J. Klingelhoffer, Deputy Shipping Master.
B. S. Shroff, L. M. and S., Medical Inspector of Seamen.

JUDICIAL DEPARTMENT.

HIGH COURT OF BOMBAY.

(Eldon Road, Esplanade.)

The *Hon'ble* Sir CHARLES SARGENT, M.A., Knight (Barrister-at-Law), Chief Justice of Bombay.

Puisne Justices.

The *Hon'ble* LYTTELTON HOLYOAKE BAYLEY (Barrister-at-Law).
The *Hon'ble* K. T. TELANG, M.A., LL.B., C.I.E., (Advocate.)
The *Hon'ble* JOHN JARDINE, C.S. (On furlough).
The *Hon'ble* E. McGILDOWNY H. FULTON, *Acting*.
The *Hon'ble* H. J. PARSONS, C.S., (Barrister-at-Law).
The *Hon'ble* C. F. FARRAN (Barrister-at-Law). (On furlough).
The *Hon'ble* M. H. STARLING, B.A., LL.B.,(Barrister-at-Law), *A ting*.

Government Law Officers.

The *Hon'ble* F. L. LATHAM (Bar.-at-Law), Advocate-General. (On furlough.)
Tho *Hon'ble* B. LANG, *Acting*.
J. Douglas, Sheriff of Bombay.
F. A. Little, Government Solicitor and Public Prosecutor.
H. Batty, M.A., Barrister-at-Law, C.S., Remembrancer of Legal Affairs.
Vasudev Jagannath Kirtikar, Government Pleader.
L. W. G. Rivett-Carnac, Barrister-at-Law, Administrator-General.
H. C. Kirkpatrick, Barrister-at-Law, Reporter to the High Court.

Officers of the High Court.—Original Side.

A. F. Cox, I.C.S., Accountant-General.

C. E. Fox, M.A., Barrister-at-Law, Master and Registrar in Equity and Commissioner for taking Accounts and Local Investigations, and Taxing Officer.

G. H. Farran, M.A., Assistant Commissioner for taking Accounts, and Assistant Taxing Officer.

J. W. Orr, Barrister-at-Law, Prothonotary, Testamentary and Admiralty Registrar.

L. A. Watkins, First Deputy Registrar, Commissioner for taking Affidavits and Clerk to the Chief Justice.

J. W. Flanagan, Second Deputy Registrar & Commissioner for taking Affidavits, Acting Assistant Registrar.

J. W. Flanagan, *Acting*.

Limjee N. Banajee, Barrister-at-Law, Head Assist. Prothonotary's Office, & Commissioner for taking Affidavits. Acting Prothonotary.

W. Lane, *Acting*.

C. W. L. Jackson, B.A., Barrister-at-Law, Clerk and Sealer of the Insolvent Debtors' Court.

C. A. Turner, B.A., Barrister-at-Law, Official Assignee, Insolvent Debtors' Court. (On leave.)

N. C. McLeod, *Acting*
J. Douglas, Sheriff.

H. J. Miles, Deputy Sheriff.

F. H. de Brito, Commissioner for taking Affidavits and Judge's Clerk.

Translators and Interpreters.

Shamrao Bhasker, Chief Translator and Interpreter.
Muncherjee Bomanjee Gagrat, Second.
Sokar Bapujee, Third.
Sorabjee Eduljee, Fourth.
Jhaverilal Ghelabhai Desai, Fifth.
Behramjee Hirjibhoy, Sixth.
Narayan Lukhsman Mankar, Seventh.
Ardeseer Burjorji Lala, Eighth.
Burjorjee Kavasjee, First Senior Interpreter.
Annaji Baburao Angal, Second Senior Interpreter.

Raghunath Gopal Deshmukh, Third Senior Interpreter.

Furdunjee Burjorjee Motivala, Junior Translator and Interpreter.

Narayen Bhaskar Pandit, Junior Translator and Interpreter.

Rustom Meherban Aga, Persian, Arabic and Hindustani Translator and Interpreter.

Kazi Mohammad Ismail Chilmai, Arabic, Persian & Hindustani Translator and Interpreter.

APPELLATE SIDE.

C. H. Jopp, B.A., C.S., Acting Registrar.
A. K. Oliver, Deputy Registrar and Sealer of the Appellate Side, and Assistant Reporter, High Court. Acting Assistant Commissioner for taking Accounts and Assistant Taxing Officer.
Kaikhashru Framji Modi, *Acting*.
Mahadev Pandurang Barve, Head Shirastedar.
Ramchandra Ganesh Pradhan, Deputy.
Yashvantrao Bhaskarji, Nazir.

Translators and Interpreters.

Dosabhoy Bejanji, Senior in Marathi and Guzerati.
Ganesh Keshav Vaidya, do. do.
Bal Bapu Bhandare, do. do.
Narayan Ramchandra Malpekar, do.
K. Anandrao Parmeshwaraya, Senior in Marathi and Canarese.

BOMBAY SMALL CAUSE COURT.

(Esplanade, Picquet Road.)

C. W. Chitty, Chief Judge.
Rao Bahadur Ganputrao Bhaskar, Second Judge.
Khan Bahadur K. M. Kharshedji, B.A., Barrister-at-Law, Third Judge.
Hormasji Dadabhai, Fourth Judge.
Khan Bahadur Mahomed H. Hakim, Fifth Judge.
R. Wilson, Registrar.

PRESIDENCY MAGISTRATES' COURT.

C. P. Cooper, Chief Presidency Magistrate.
W. R Hamilton, C.S., Second Magistrate.
W. C. Webb, Third Magistrate.
Khan Bahadur P. H. Dastur, Fourth Magistrate.
A. W. Lester, Chief Clerk & Secretary to the Committee of Management, Government Workhouse

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FOREST DEPARTMENT.

Colonol H. S. Hutchinson, Superintendent of Forest Surveys.

Conservator of Forests.

A. T. Shuttleworth, late I.N., 1st Grade, Northern Circle.

Deputy Conservators.

W. S. Hexton, 1st Grade, Sind Circle.
R. C. Wroughton, 1st Grade, Acting Conservator of Forests, Southern Circle.
W. G. Betham, Acting 1st Grade Deputy Conservator, Nasik.
T. B. Fry, 2nd Grade, Working Plans Divisional Forest Officer, Poona.
C. Greatheed, 3rd Grade.
W. A Talbot, 3rd Grade, Acting 2nd Grade Deputy Conservator, Kanara, Northern Division.
R. S. F. Fagan, 3rd Grade, Acting 2nd Grade Deputy Conservator, Satara.
W. R. Woodrow, Dharwar and Southern Division, Kanara. Acting 2nd Grade Deputy Conservator.
A. Stewart, Kolaba. Acting Second Grade Deputy Conservator.
A. D. Wilkins, Poona.
F. Gleadow, Professor of Forestry Collage of Science, Poona.
H. Murray, 4th Grade, Belgaum, Acting 3rd Grade, Deputy Conservator.
S. Hornidge, A.M., I.C.E., Sholapur and Ahmednagar, Acting 3rd Grade Deputy Conservator.
G. P. Millett, 4th Grade, North and South Thana, Acting 3rd Grade, Deputy Conservator.
T. R. D. Bell, 4th Grade, Central Kanara. Acting 3rd Grade Deputy Conservator.
G. M. Ryan, 4th Grade Jerruck.
R. P. Ryan, 4th Grade, Bijapur.

Assistant Conservators.

E. G. Oliver, 1st Grade, East and East Khandesh, Acting 4th Grade, Deputy Conservator.
C. M. Hodgson, 2nd Grade, Working Plans, Belgaum.
W. F. D. Fisher, Panch Mahals.
O. H. L. Napier, Naushahro.

Extra Assistant Conservators.

J. M. Fernandez, 1st Grade. Services lent to the Kolhapur State.
W. G. Clabby, 2nd Grade. Services lent to the Rajpipla State.
W. A. Wallinger, 2nd Grade, Surat.
J. H. Clabby, 3rd Grade, Poona.
J. Baptista, 3rd Grade, Sukkur.
A. C. Robinson, L.C.E., 4th Grade, North Thana. Sub *pro. tem.* 3rd Grade.
V. D. P. Rebeiro, L.C.E., 4th Grade, North Thana.

REVENUE SURVEY DEPARTMENT.

E. C. OZANNE, M.R.A.C., C.S., Survey and Settlement Commissioner. (On furlough).
W. M. Fletcher, *Acting*.

KONKAN SURVEY.

W. S. Turnbull, Acting Supt.

DEPUTY SUPERINTENDENT.

E. H. Hearn, Acting Deputy Superintendent.

ASSISTANT SUPERINTENDENTS.

H. C. Davidson, 1st Grade, Acting Assistant Settlement Officer.
J. H. C. Dunsterville, 1st Grade.
H. F. Hatch, 1st Grade.
A. G. Hudson, 1st Grade.
A. P. Young, 1st Grade.
W. D. Wilkins, 1st Grade.
J. A. McIver, 2nd Grade. Acting Forest Settlement and Demarcation Officer, Thana.

GUJARAT SURVEY.

DEPUTY SUPERINTENDENT.

T. R. Fernandez.

ASSISTANT SUPERINTENDENTS.

H. L. Holland, 1st Grade, Assistant Settlement Officer in charge Talukdari Estates Survey.
A. B. Fforde, 1st Grade.
H. D. E. Forbes, 1st Grade.
G. F. Mathieson, 1st Grade. Acting Superintendent, Sind Revenue Survey.
W. S. Cole, 2nd Grade.

DECCAN REVENUE SURVEY.

SUPERINTENDENT.

W. M. Fletcher, Acting Survey and Settlement Commissioner.

ASSISTANT SUPERINTENDENTS.

R. B. Pitt, 1st Grade. Acting Superintendent, Deccan Revenue Survey.
F. W. T. Willaume, 1st Grade.
R. T. Wingate, 1st Grade, Acting Assistant Settlement Officer.
G. H. Hampton, 1st Grade.
C. Warburton, 2nd Grade.

GOVERNMENT PHOTOZINCOGRAPHIC DEPARTMENT, &c.

T. A. LeMesurier, Superintendent.

SIND SURVEY.

G. F. Mathieson, Acting Superintendent.

ASSISTANT SUPERINTENDENT.

L. W. Seymour, 2nd Grade.

EDUCATIONAL DEPARTMENT.

K. M. CHATFIELD, M.A., Director of Public Instruction.

ELPHINSTONE COLLEGE.—Byculla.

R. G. Oxenham, M.A., Principal, and Professor of History and English Literature.
J. T. Hathornthwaite, M.A., Professor of Mathematics.
P. Peterson, M.A., LL.D., Professor of Oriental Languages.
W. H. Sharp, B.A., Professor of Logic and Moral Philosophy.
M. MacMillan, B.A., Professor of English Literate.
M. Hairat, Professor of Persian, and Hindustani Translator.
D. Macdonald, M.D., B.Sc., C.M., Curator of the Victoria and Albert Museum, and Professor of Biology. Also Professor of Botany, Grant Medical College, and University Registrar.
N. A. Moos, Lecturer of Experimental Physics.

LAW SCHOOL.

J. S. Slater, B.A., Barrister-at-Law, Government Professor of Law, Sub. *pro-tem.*
R. D. Sethna, B.A., LL.B., Barrister-at-Law, Government Professor of Law.
Jamsedji Jiwanji Gazdar, M.A., Barrister-at-Law, Perry Professor of Jurisprudence.

ELPHINSTONE HIGH SCHOOL.—Esplanade, Piquet Road.

R. D. Prior, M.A., Principal.
Edalji Dorabji Talati, B.A., Vice-Principal.

SIR J. J. SCHOOL OF ART.—Esplanade.

J. Griffiths, Principal, and Decorative Artist and Architectural Sculptor.
E. Greenwood, Vice-Principal.
J. Adams, Teacher of Architectural Drawing.

GRANT MEDICAL COLLEGE.—Byculla.

Brigade-Surgeon Lieutenant-Colonel W. Gray, Principal, and Professor of Surgery and Clinical and Operative Surgery, and Senior Surgeon, Sir J. J. Hospital.

Surgeon-Major R. Manser, First Physician, Sir J. J. Hospital, and Professor of Medicine and Therapeutics.

Surgeon-Captain L. F. Childe, M. B., Second Physician, Sir J. J. Hospital, and Professor of Pathology and Morbid Anatomy, and Curator of Pathological Museum, and Registrar J. J. Hospital.

Surgeon Captain C. H. L. Meyer, M.D., Professor of Physiology and Histology and Professor of Hygiene, G. M. College.

Brigade-Surgeon-Lieut.-Colonel G. A. Maconachie, M.D., C.M., Presidency Surgeon, First District, Professor of Ophthalmic Medicine and Surgery, and Opthalmic Surgeon, Professor of Zoology and Comp. Anatomy.

Surgeon-Captain T. D. C. Barry, Prof of Chemistry, G. M. and Elphinstone Colleges, and Professor of Medical Jurisprudence, and Chemical Analyser to Government.

Surg.-Major W. K. Hatch, M.B., C.M., F.R.C.S., Professor of Anatomy, Curator of Museum, and 2nd Surg, Sir J. J. Hospital.

Surgeon-Captain R. J. Baker, M.A., M.D., Prof. of Materia Medica and Pharmacy, Grant Medical College and Resident Surgeon, European General Hospital.

Surg.-Major H. P. Dimmock, M.R.C.S., L.R.C.P., Professor of Midwifery and Obstetric Physician, Sir J. J. Hospital.

D. Macdonald, M.D., B.Sc., C.M., Prof. of Botany, G. M. College.

Apothecary J. Gallagher, House Surgeon, Sir J. J. Hospital.

EUROPEAN GENERAL HOSPITAL.—Fort George.

Brigade-Surgeon Lieutenant-Colonel J. Arnott, Physician.
Surgeon-Captain R. J. Baker, M.A., M.D., Resident Surgeon

GOKALDAS TEJPAL HOSPITAL.

Surgeon-Major Dhanjishah Navroji Parakh, Surgeon.

VETERINARY COLLEGE AND HOSPITAL.

Veterinary Captain J. Mills, Principal and Professor of Veterinary Science.
Sorabji Kharsedji Nariman, Resident Veterinary Officer and Assistant Prof. of Veterinary Science.

PESTONJEE HORMUSJEE CAMA HOSPITAL.

Mrs. Edith Pechey-Phipson, M.D., First Physician.
Miss Isabella Macdonald MacDonald, M.B., Second Physician.
Miss Annie Walke, House Surgeon.
Miss Annie W. Jagannadhan, Surgeon.

MISCELLANEOUS.

T. B. Kirkham, Barrister-at-Law, Educational Inspector, C. D. (On leave.)
Rao Saheb Bulwant R. Sahasrabudhe, B.A., Acting.

E. Giles, M.A., Educational Inspr., N.D.
H. P. Jacob, Educational Inspector, Sind.
Brigade-Surgeon Lieutenant-Colonel G. A. Maconachie, M.D., C.M., Presidency Surgeon, 1st District.
Brigade-Surgeon Lieutenant-Colonel S. O'B. Banks, F.R.C.S.I., Presidency Surgeon, 2nd District, and Marine Surgeon.
Surgeon-Lieutenant-Colonel G. Waters, Presidency Surgeon 3rd District. In Medical charge of the County Jail, House of Correction, and Byculla Schools.
Surgeon-Major H.H.B. Boyd, F.R.C.S., Supt. Lunatic Asylum Colaba.
Sydney Smith, M.D., Surgeon to the Coroner and Police Surgeon.

Surgeon-Captain W. H. Burke, M.B., Assistant Surgeon to the David Sassoon Hospital, and Assistant to the Civil Surgeon, Poona.

Surg.-Major M. L. Bartholomeutz, M.B , C.M., Civil Surgeon, Supt. of Lunatic Asylum, and Supt. of the Medical School, Ahmedabad.
Brigade-Surgeon Lieutenant-Colonel J. F. Keith, M.D., and C.M., Civil Surgeon and Superintendent of Lunatic Asylum, Hyderabad. Is also Superintendent of the Medical School, Hyderabad.

H. W. Lewis, Superintendent, School of Industry, Ratnagiri.

C. H. Candy, Principal, Rajaram College, Kolhapur.

E. H. Hoogwerf, Head Master, Belgaum High School.

D. Macdonald, M.D., B.Sc., C.M., University Registrar, Professor of Botany, Grant Medical College, and Curator of the Victoria and Albert Museums, and Professor of Biology, Elphinstone College.

H. Cousens, Superintendent, Archæological Surveyor of India.

Mr. Lester, Supt., Empress Gardens.

F. R. Joshi, Superintendent, Government Central Press.

G. M. Trail, Deputy Superintendent, Government Central Press.

J. Smith, Deputy Superintendent, Government Central Press.

C. Chambers, F.R.S., Director, Government Observatory, Colaba.

S. H. C. Hutchinson, Meteorological Reporter for Western India.

G. Ainsworth, *ex-officio* Protector of Emigrants.

T. Drewet (Senior), Inspector of Steam Boilers and Prime Movers.

A. Shore (Junior), Inspector of Steam Boilers and Prime Movers.

DECCAN COLLEGE.—Poona.

A. Barrett, B.A., Professor of English Literature.
Venkatrao Ramchandra, Law Lecturer.
Govind Vithal Karkhary, Professor of Mathematics.
Ramkrishna Gopal Bhandarkar, Professor of Oriental Languages.
Khan Bahadur Hoshangji Jamaspji Dastur, Professor of Persian Languages.

COLLEGE OF SCIENCE.—Poona

T. Cooke, M.A., M.I., LL.D., C.I.E., Principal.
S. Cooke, M.A., F.I.C., F.G.S., A.M.I.C.E., Professor of Chemistry and Geology.
G. M. Woodrow, Scientific, Botanical and Agricultural Lecturer.

EXCISE DEPARTMENT.

J. MacNabb Campbell, J.P., M.A., LL.D., C.I.E., C.S., Collr. of Land Revenue.
William Almon, Assistant to the Collector of Abkari.

INCOME TAX DEPARTMENT.

J. MacNabb Campbell, J.P., M.A., LL.D., C.I.E., C.S., Commr. of Income Tax.
Kharsedji Nasarvanji Sirvai, J.P., Collector of Income Tax.
Hormasji Kharsedji Kurlavala, J.P., Assistant to the Collector of Income Tax.

OPIUM DEPARTMENT.

Arthur Douglas Carey, J.P., I.C.S., Commissioner of Customs, Salt, Opium, and Abkari, and Reporter General of Commerce for the Presidency of Bombay.
J. MacNabb Campbell, J.P., M.A., LL.D., C.I.E., I.C.S., Collr of Customs and Opium, Bombay.
A. M. T. Jackson, B.A., Bar.-at-Law, J.P., I.C.S., *Acting* 1st Asst. Collr. with attached duties.

CUSTOMS DEPARTMENT.

A. D. Carey, J.P., C.S., Commissioner of Customs, Salt, Opium and Abkari. and Reporter General of External Commerce for the Presidency of Bombay.
James MacNabb Campbell, J.P., M.A., LL.D., C.I.E. C.S., Collr. of Customs.
A.M.T.Jackson, B.A., Bar.-at-Law, I.C.S., *Ag.* 1st Asst.Collr., with attached duties.
Krishnarao Shivram Tipnis, Personal Assistant to the Commr. of Customs.

ASSISTANT COLLECTORS.

H. L. Wright, Assistant Collector of Customs in charge Prince's Dock.
Jehangeer Dosabhoy Framjee, Assistant Collector, in charge Import Dept.
W. E. Young, Assistant Collector in charge, Export Department.
Ardesir Jehangir Vadia, Senior Examiner at Prince's Dock.
G. A. Ainsworth, Supt. of Preventive Service, & *ex-officio* Protector of Emigrants.

SALT DEPARTMENT.

J. Davidson, C.S., Acting Collector. | T. M. Cotgrave, Dy. Collr., Thana, S.D.

ASSISTANT COLLECTORS.

R. Thom, Head-Quarters, Bombay.
C. A. Pogson, Surat Range, 2nd Class.
W. H. McCann, in charge Coast Guard Service, 2nd Class.
J. H. Dickinson, Ratnagiri Range, 2nd Class. [*Acting* 2nd Class.
E. H. Aitken, Kanara Range, 3rd Class, [3rd Class.
Kavasjee K. Jamshedjee, Thana Range.
F. J. A. Hill, Uran Range, 3rd Class.
H. G Bulkley, Kharaghoda 4th Class, *Acting* 3rd Class.
Norman R. Oliver, Goa Range. Is also Asst. to the British Deligate for the Portuguese Treaty.
J. Boyd, Northern Frontier, Range, 4th Class *sub. pro-tem.*
G. B. Payne in charge Coast Guard Service, *Acting.*

Rates of Duty to be charged for Passengers' Baggage.

Wearing Apparel in actual use	Free.
Do. unused, including materials unmade up	,,
Fire-arms, Ammunition (Cartridges, &c.)	10 per cent.
Chinese and Japanese and Lacquered-ware	Free.
Spirits	Rs. 6 per Im. Gal.
Champagne, and all other Sparkling Wines	,, 2-8 ,,
Claret and Still Burgundy	,, 1-0 ,,
All other sorts of Still Wines	,, 1-0 ,,
Beer, Ale, and Porter	,, 0-1 ,,
Perfume Spirit	,, 8 per Gal.
Salt, per Indian Maund of 82 2-7	,, 2-8

Opium not covered by a pass, duty Rs. 24 per seer of 80 tolahs.

Rules for Personal Baggage.

I. Customs Duties are leviable on Arms, Ammunition, Wines, Spirits, and Beer, Salt, and Opium.

II. A Town Duty at the rate of Rs. 7-8 per Imperial Maund is levied by the Customs Department on Tobacco.

III. Passengers having any of the above Articles in their Baggage are required to state the particulars of the same.

IV. Military Officers will be allowed to pass free such Fire-arms only as may be considered part of their Military Equipment for active service. At present a pair of Pistols or a Revolver only is recognized as part of an Officer's Equipment.

V. Dutiable articles, although old or in use, are not exempt from Duty, unless they have been used in India before, within three years, and are the property of the same owners or the families.

VI. The baggage of Passengers arriving from Foreign Ports is subject to examination, and such Passen ers should therefore bring or send with an Agent the Keys of their Portmanteaux and Boxes to the Custom House.

VII. Not more than two Guns and Revolver to be passed without the Collector's permission.

VIII. All dutiable articles bronght by passengers, either for themselves or for others, will be charged with Duty.

N.B.—Duty is leviable on the Value of Goods *in India*, including cost of importation and difference of exchange.

SIND COLLECTORATE.

A. C. Trevor, I.C.S., Commissioner, Chief Customs authority. (On furlough.)
H. E. M. James, I.C.S., *Acting*.
W. N. Coghlan, Collector of Customs and Salt Revenue in Sind and *ex officio* Shipping Master, Karachi.
J. Strip, Assistant Collector, Karachi.

THE INDIAN TARIFF ACT, 1882.

Act No. XI. of 1882 (*as amended by Act IX. of* 1885, *Act II. of* 1887 *and Act II. of* 1888.)

An Act to amend the Law Relating to Customs Duties and for other Purposes.

Whereas it is expedient to amend the law relating to the duties of Customs on goods imported and exported by sea, and to provide for the levy of duties on goods crossing the frontier of certain Foreign European Settlements in India and of the territories of certain Native Chiefs ; it is hereby enacted as follows :—

1. This Act may be called "The Indian Tariff Act, 1882." It extends to the whole of British India except Aden ; and it shall come into force on the passing thereof.

2. The Acts mentioned in the first Schedule hereto annexed are repealed to the extent specified therein :

But all notifications published, and rules and orders made, under any of such Acts, and now in force, shall, so far as they are consistent herewith, be deemed to have been respectively published and made hereunder :

All references made to the Indian Tariff Act, 1875, in Acts or Regulations passed before this Act comes into force, shall be deemed to be made to this Act :

And nothing herein contained authorizes the levy of duties of Customs on any article carried from one port in British India to another, except Salt, Opium, and Spirit.

3. There shall be levied and collected, in every port to which this Act applies, the duties specified in the second and third Schedules hereto annexed.

4. On all pepper exported by sea from the port of Cochin there shall be levied such duty not exceeding nine rupees per *khandi* as the Governor of Fort St. George in Council from time to time determines ; and at the close of each year, or as soon thereafter as may be convenient, the Customs Collector at the said port shall, after deducting the expenses of collection, pay the duty collected under this section to the Governments of Travancore and Cochin in such proportion and in such manner as the Governor of Fort St. George in Council from time to time directs.

5. Duties of Customs shall be levied at the rates respectively prescribed in the second and third Schedules hereto annexed on goods passing by land out of or into—

(*a*) Foreign European Settlements situate on the line of coast within he limits of the Presidency of Fort St. George.

(*b*) Any territory declared, under the power next hereinafter conferred, to be foreign territory.

Subject to the control of the Governor-General in Council, the Governor of Fort St. George in Council and the Governor of Bombay in Council may, from time to time, by notification in the local official *Gazette* respectively declare that the territory of any Native Chief, situate within, or bordering on, the territories respectively administered by such Governors, but not subject to the jurisdiction of the Courts and Civil authorities of such territories, shall be deemed, for the purposes of this section, to be foreign territory.

The Governor-General in Council may, from time to time, by notification in the *Gazette of India*, declare that the territory of any other Native Chief shall be deemed, for the purposes of this section, to be foreign territory.

6. In Act No. XVI. of 1863, Section 1, for the words "calculated at ten" the words "not exceeding five" shall be substituted.

7. Spirit, Opium, and Salt imported from any port in British India, and protected by the certificate of an officer empowered in that behalf by the Governor-General in Council or the Local Government, are chargeable with only the amount, if any, by which the duty leviable thereon, under the second Schedule hereto annexed, exceeds the duty shown by such certificate to have been already paid in respect thereof.

The amount, if any, paid to the Government as the price of such Opium or Salt is not duty within the meaning of this section.

Nothing in this Section applies to spirit which is exported under bond for excise-duty from one Customs-port to another Customs-port under the provisions of Chapter XIV, of the Sea Customs Act, 1878.

8. So far as regards the Presidency of Fort St. George, the unrepealed provisions of Act No. VI. of 1844, and so far as regards the Presidency of Bombay, the unrepealed provisions of Act No. XXIX. of 1857, relating to the levy of duties and to dutiable goods, shall, *mutatis mutandis*, apply to duties levied and goods liable to duty under or by virtue of Section 5, Clause (*b*).

9. All Notifications published hereunder may be cancelled by the authority publishing the same.

SCHEDULE II.

IMPORT TARIFF.

No.	Names of Articles.	Valuation for Duty.	Rate of Duty.
1	Arms, Ammunition, and Military Stores—	Rs. a.	Rs. a.
	Fire-arms and parts thereof—		
	1. Fire-arms other than pistols, for each ...	..	50 0
	2. Barrels for the same, whether single or double, for each	...	30 0
	3. Pistols, for each	...	15 0
	4. Barrels for the same, whether single or double, for each	...	10 0
	5. Springs used for fire-arms, for each	...	8
	6. Gunstocks, sights, blocks, and rollers, for each	...	5 0
	7. Revolver-breeches, for each cartridge they will carry	..	2 8
	8. Extractors, nippers, heel-plates, pins, screws, tangs, bolts, thumb-pieces, triggers, trigger-guards, hammers, pistons, plates, and all other parts of a fire-arm, not herein otherwise provided for, and all tools used for cleaning or putting together or loading the same, for each ...	...	1 8
	9. Machines for making or loading or closing cartridges, for each	...	10 0
	10. Machines for capping cartridges, for each.	...	2 8
	Gunpowder, common	0 5 per lb.	10 per cent.
	Do. sporting	1 0 ,,	
	All other sorts of Arms, Ammuniti n or Military Stores	*Ad valorem*	

Exception I.—Articles falling under the 5th, 6th, 8th, 9th, or 10th head of the above list, when they appertain to a fire-arm falling under the 1st or 3rd head, and are fitted into the same case with such fire-arms, are free.

Exception II.—Arms forming part of the regular equipment of an officer entitled to wear diplomatic, military or police uniform, and a revolver or a pair of pistols accompanying a military officer, are free.

Proviso 1.—No duty in excess of ten per cent. *ad valorem* shall be levied upon any of the articles mentioned in the above list when they are imported in reasonable quantity for his own private use by any person lawfully entitled to possess the same.

Proviso 2.—When any articles which have been otherwise imported, and upon which duty has been levied or is leviable under this number, are purchased retail from the importer by a person lawfully entitled as aforesaid, in reasonable quantity, for his own private use, the importer may apply to the Customs-Collector for a refund or remission, (as the case may be) of so much of the duty thereon as is in excess of ten per cent. *ad valorem* ; and if such Collector is satisfied as to the identity of the articles, and that such importer is in other respects entitled to such refund or remission, he shall grant the same accordingly.

The expression Arms, Ammunition and Military Stores, as used in the foregoing part of the Schedule, includes in addition to any article specifically mentioned in that part:—

(*a*) All parts which are either "Arms or Ammunition" within the meaning of the Indian Arms Act of 1878, and

(*b*) Any article which the Governor-General in Council may from time to time by notification in the *Gazette of India* declare to be Military stores for the purposes of this Act.

The undermentioned articles are exempt from Customs duty when imported into British India :—

1. Articles having paid duty at Aden on import into that Settlement, are subsequently, within three years, imported into any Customs port in British India.
2. Bows and Arrows.
3. Bullets, Bird-shots, Gun Wads and Wire Cartridges.
4. Bullet Moulds.
5. Morriss' tubes and patent Ammunition when imported by Officers commanding British and Native Regiments or Volunteer Corps, for the instruction of their men.
6. Ornamental arms possessing antiquarian value, provided the Chief Customs Authority is satisfied in each case that the arms are practically unserviceable, and that weapons intended for offensive or defensive purposes are not imported under cover of this exemption.

7. A sword, a revolver, or a pair of pistols when accompanying a Military Officer or Commissioned Officer of a Volunteer Corps to be imported by the Officer for the purposes of his equipment.

8. Swords imported for presentation as Army or Volunteer prizes.

No.	Names of Articles.	Valuation or Standard for Duty.	Rate of Duty.
2	Liquors—	Rs. a.	
	Ale, Beer, and Porter, except when condensed or concentrated	Impl. gal. or 6 qrt. bottles...	1 Anna.
	Cider and other fermented Liquors		
	Liqueurs	Ditto	Rs. 5.
	Spirit intended to be used exclusively in Arts or Manufactures, or in Chemistry, and which has been rendered effectually and permanently unfit for human consumption .	*Ad valorem*	5 per cent.
	Spirit when used in drugs, medicines or chemicals in a proportion less than twenty per cent. of spirit of the strength of London proof	*Ad valorem*	5 per cent.
	Spirit when so used in a proportion of twenty per cent. and upwards	Impl. gal. or 6 qrt. bot. of the strength of London proof.	Rs. 5, and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
	Spirit, other sorts		
	Spirit, perfumed, in wood, or in bottles	Impl. gal. or 6 qrt. bots.	Rs. 7-8.
	Wines—		
	Champagne, and all other Sparkling Wines..	Ditto	Rs. 2-8.
	All other sorts of Wines	Ditto	Re. 1.
3	Opium not covered by a Government Pass ...	Seer of 80 tolas.	Rs. 24.

No.	Names of Articles.	Valuation or Standard for Duty.	Rate of Duty.
4	Salt	Indian maund of 82⅔ lbs. avoirdupois weight.	The rate at which excise duty is for the time being leviable on salt manufactured in the place where the import takes place.
5	Petroleum, including also the liquids commonly known by the names of rock oil, Rangoon oil, Burma oil, kerosine, paraffine oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat, on any other bituminous substance, or from any products of petroleum ..	Imperial gallon or six quart bottles.	Six pies.

Exception.—Petroleum which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended to be used exclusively for the batching of jute or other fibre or for lubricating purposes.

SCHEDULE III.

EXPORT TARIFF.

Name of Article.	Per	Rate of Duty.
Rice, whether husked or unhusked	Indian maund of 82⅔ lbs. avoirdupois weight.	3 Annas.

GENERAL POST OFFICE.

(*Frere Town, Esplanade.*)

W. P. SYMONDS, C.S., Postmaster-General.

John Owens, Presidency Postmaster.
G. A. T. Bennett, Deputy Postmaster.
J. C. Gardiner, Assistant Postmaster.
Dinsha K. Sukhia, Personal Assistant to Post Master General.
Vinayak Karnanand, Superintendent, Postmaster General's Office.
Maneckji Jamshedji Gundevia, Manager, Dead Letter Office.
Vaman Keshav Jog, Superintendent, Postal Press.
Rai Bahadur Luchmon Sing, Supt., Railway Mail Service, Bom. Division.

DEPARTURE OF OCEAN MAILS, &c.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every *Saturday* during the fair season, and every *Friday* during the monsoon.

DURING THE FAIR SEASON.

Ordinary letters and newspapers will be received at the General Post Office up to 12-30 P.M.

Ordinary Books and patterns up to 12 noon.

Registered letters, newspapers, books and patterns up to 11 A.M.

Late ordinary letters if fully prepaid by means of stamps in respect both of postage and of the late letter fee (2 annas each,) will be received at the General Post Office from 12-30 to 1-15 P.M.

Late letters for the Overland mails, if fully prepaid by means of stamps in respect of both postage and of the late letter free (2 annas), will be received at the Wellington-Pier Post Office from 12-30 P.M. to 1-25 P.M.

This arrangement will remain in force during the fair season only.

The latest hour for posting ordinary Overland covers at the several Town Sub-Offices will be 12 noon and registered letters 11 A.M.

Fully prepaid ordinary letters will be received on board the Europe Mail Steamer after 1-15 P.M. and up to starting time 2 P.M. by the payment of an additional fee of 4 annas. All others will be refused.

DURING THE MONSOON.

Ordinary letters and newspapers will be received at the General Post Office up to 3-30 P.M.

Ordinary Books and Patterns up to 3 P.M.

Registered letters, newspapers, books and patterns up to 2 P.M.

Late ordinary letters, if fully prepaid by means of stamps in respect both of postage and of the late letter fee (2 annas each,) will be received at the General Post Office from 3-30 to 4-15 P.M.

The latest hour for posting ordinary Overland covers at the several Town Sub-Offices will be 3 P.M. and registered letters 2 P.M., except at the Parel and Jacob Circle Town Sub-Offices up to 11-40 A.M., and 2-40 P.M.

Fully prepaid ordinary letters will be received on board the Europe Mail Steamer after 4-15 P.M. and up to starting time 5 P.M. by the payment of an additional fee of 4 annas. All others will be refused.

Via BRINDISI.

Letters not exceeding ½ oz.... 2½ annas. | Newspapers not exceeding 4 oz...1½ as.

CHINA AND AUSTRALIAN MAILS.

Mails for China, Colombo, Penang, Singapore, Hongkong, Shanghai, Japan, and the Australian Colonies are despatched as follows :—

1893.	1893.	1893.
Thursday ... 5th Jan.	Thursday ... 18th May	Thursday ... 21st Sept.
,, ... 19th ,,	,, ... 1st June	,, ... 5th Oct.
,, ... 9th Feb.	,, ... 15th ,,	,, ... 19th ,,
,, ... 23rd ,,	,, ... 29th ,,	,, ... 2nd Nov.
,, ... 9th March	,, ... 13th July	,, ... 16th ,,
,, ... 23rd ,,	,, ... 27th ,,	,, ... 30th ,,
,, ... 6th April	,, ... 10th Aug.	,, ... 14th Dec.
,, ... 20th ,,	,, ... 24th ,,	,, ... 28th ,,
,, ... 4th May	,, ... 7th Sept.	

Postage on Letters to China, Ceylon, Penang, Singapore,[1] Hongkong, Shanghai, and Japan, is 3 annas per ½ oz., and for Australian Colonies 5 annas Newspapers not exceeding 4 oz., 1 anna.

The date of departure of the China and Australian Mail is subject to postponment, and whenever this takes placé, notice is previously given in the daily newspapers.

ZANZIBAR MAIL.

Weekly to Aden, and thence four-weekly to Zanzibar.

MAURITIUS MAIL, via ADEN.

FAIR SEASON.—*On Saturdays fortnightly.*

MONSOON.—*On Fridays fortnightly.*

PREPAID INLAND POSTAGE RATES.

	A.	P
Post Cards, each	0	3
Letters—not exceeding ½ tola	0	6
From ½ to 1 tola	1	0
For every additional tola	1	0
Book and Pattern Packets in open covers, including Newspapers—not exceeding 10 tolas	0	6
For every additional 10 tolas	0	6
*Parcels by Banghy Post, not exceeding 20 tolas	4	0
Exceeding 20 tolas and not exceeding 40 tolas	8	0
For every additional 40 tolas	4	0

MAILS FOR PERSIAN GULF AND KARACHI.

The B. I. S. N. Company's Contract Steamers are despatched from Bombay to Karachi, Sind, Cutch and Kathiawar once a week, viz., every Wednesday, and for Persian Gulf, Karachi, Sind and Baluchistan, once a week, viz., every Sundays.

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* To be paid for in cash when prepaid.

DESPATCH OF INLAND MAILS FROM BOMBAY.

Mails.	At General Post Office.		
	Ordinary Letters and Papers.	Registered Letters.	Parcels.*
For Bandra, Warli, Dadar and Sivri..	5-0 A.M.	.....	.....
For Dharavi, Surat & Post Towns on the B. B. & C. I. Ry. between Bombay & Surat	5-0 A.M.	.....	.....
For Post Towns in Southern Konkan, *i.e.* Alibag, Khed, Dapoli, Chiplun, Guhagar, Pen, Nagothna, Mahad, & Ratnagiri.....	6-0 A.M.	6P.M. of previous day.	5P.M. of previous day.
For Post Towns on the N. E. Line of the G. I. P. Ry. as far as Jubbulpore and Nagpur in the C. Pros. & Berars, & also Mhow, Indore & Kamptee ...	6-0 A.M.	.....	Do.
For Poona Post Towns on the S. E. Line of the G. I. P. Ry. between B'bay & Poona	7-0 A.M.	.....	Do.
For Bandra, Dadar, Warli, Sivri and Dharavi	10-0 A.M.	9-30 A.M.	Do.
For Post Towns on the B. B. & C. I. Ry. between Bombay & Surat	10-0 A.M.	9-30 A.M.	Do.
For Uran, Panvel & Bolapur.....	11-0 A.M.	10-30 A.M.	10-0 A.M.
(*a*) For Belgaum, Dharwar, Bangalore, Mangalore & Post Towns on the S. E. Line of the G. I. P. Ry. between Bombay and Poona in Poona, in Deccan, S. M.Country, Canara, Div sions also for Rajapur, Deogarh, Malvan, Vengurla, and Goa Territory.....	1-0 P.M.	12-30 A.M.	12 NOON.
For Bandra Warli, Dadar and Sivri ...	3-25 P.M.	3-0 P.M.	2-25 P.M.
(*b*) For Post Towns on the B. B. & C. I. Ry., in Guzrat, Cutch, Kathiawar, Ahmedabad and Rajputana	7-0 P.M.	6-0 P.M.	5-0 P.M.
(*c*) For Post Towns on the N. E. Line of the G. I. P. Ry., Ben., N. W. P., Oudh, Punjab, Sind and Beluchistan, Central India, C. Pros. & Berar.	7-0 P.M.	6-0 P.M.	5-0 P.M.
(*d*) For Poona, Satara Dharwar, Bangalore and Post Towns on the S. E. Line of the G. I. P. Railway, Madras Presidency and Mysore Territory	7-0 P.M.	6-0 P.M.	5-0 P.M.

(*a*) Letters and papers for this Mail can be posted at the Victoria Terminus Station Post Office on week days and Sundays from 1 p.m, to 1-50 p.m., on payment of a fee of half an anna.

(*b*) Letters and papers for this Mail may be posted at the Grant Road Railway Station Post Office from 7-30 p.m. to 8 45 p.m. on week days, and on Sundays from 5-0 p.m. to 8-45 p.m., on payment of a fee of half an anna.

(*c*) Letters and papers for this Mail can be posted at the Victoria, Terminus Station Post Office on week days, from 6-30 p.m. to 9-50 p.m., and on Sundays from 4-30 p.m., to 9-50 p.m., on payment of a fee of half an anna.

(*d*) Letters and papers for this Mail will be received at the Victoria Terminus Station Post Office from 6-30 p.m. to 8-50 p.m., and on Sundays from 4-30 p.m. to 8-50 p.m., on payment of a fee of half an anna.

* Foreign Parcels are received on the day previous to the departure of the Europe Mail up to 5 p.m., and Foreign Money Orders up to 4 p.m.

SCHEDULE OF POSTAGE RATES AND LIST OF COUNTRIES AND PLACES SERVED BY THE FOREIGN POST.

1. A schedule of Foreign postage rates is given on the next page. Attention is drawn to the notes regarding Prepayment and Registration and the countries to which post-cards cannot be sent.

2. Packets of printed papers and legal and commercial documents may not measure more than 18 inches in any one direction; but they may also be packed in the form of a roll not exceeding 28 inches in length and 4 inches in diameter. Packets of samples in the form of a roll may not exceed 6 inches in diameter and 12 inches in length; if packed in any other form, they may not exceed 12 inches in length by 8 inches in width and 4 inches in depth.

Note.—In the case of samples for the *United Kingdom* and the *British Australasian* and *Cape Colonies*, the limits of size are 2 feet in length by 1 foot in width and 1 foot in depth.

3. Packets of printed papers and legal and commercial documents may not exceed 4lb. 6 oz. Packets of samples may not exceed 8 oz.

Note.—The limit of weight for all classes of packets addressed to the *United Kingdom* and the *British Australasian* and *Cape Colonies* is 5lb.

4. The registration fee is two annas in all cases, and must, together with the postage, be prepaid in all cases of registration.

5. Acknowledgments can only be obtained for registered articles addressed to Union countries; the fee, two annas in all cases, must, together with the registration fee and postage, be prepaid.

6. Articles other than letters and post-cards must be prepaid at least partly in all cases where full prepayment is not compulsory.

7. A List of countries and places served by the Foreign Post with the routes generally used is given after the schedule of foreign postage rates. The places to which the Indian inland rates apply are distinguised by remarks in column 3 of the list; in all other cases the Union rates are applicable. The countries and places to which post-cards cannot be sent or registration is not available or prepayment is compulsory, are also distinguished by remarks in column 3 of the list.

8. Where the description of the route in column 2 of the list contains no mention of any particular Indian Office of despatch, the mails are forwarded *via* Bombay, or from Aden in the case of correspondence posted at Aden.

9. The name immediately following the word "through" in column 2 of the List is that of the country or office to which the mails are consigned by the Indian Post Office.

10. For further explanations, etc., and for information about the treatment of correspondence received from places abroad.

SCHEDULE OF FOREIGN POSTAGE RATES.

COUNTRIES AND PLACES.	UNION RATES.				
	Letters.	Post-cards.	Printed Papers (including Newspapers and Books). Each packet.	Samples Each Packet.	
See Notes 1 and 2 below regarding Prepayment 2nd Registration and Note 3 regarding countries and places to which Post-cards can be sent.	Per ½ oz.	Single	Per 2 oz.	Not exceeding 4 oz.	Per 2 oz. additional.
	As. 2½	As. 1	As. ½	As. 1	As. ½
Any part of the world, with the exception of the places mentioned below by any route, and Ceylon by P. and O. or French Packet or by Private Vessel.					
Ceylon by Indian Packet or by Land Post	Indian Inland rates from any Indian Post office except Zanzibar.				
Aden, Berbera, Bulhar, Harrar, Lahej, Makalla, Perim, Shehr, and Zeyla					
French and Portuguese Possessions in India.....					
Indian offices in Turkish Arabia and the Persian Gulf, and on the Mekran coast.					

NOTE I.—Prepayment is compulsory for all articles addressed to Places in Egypt beyond Wadi Halfa, to Harrar, Lahej, Makalla and Shehr and to Non-Union countries and places, with the exception of Lamu and Mombasa (British East Africa), the South African Colonies and States, St. Helena and Sarawak.

NOTE 2.—Registration is not available for correspondence addressed to Places in Egypt beyond Wadi Halfa, Places in Japan (other than Hiogo, Nagasaki and Yokohama), Harrar, Lahej, Makalla, Moeha, Shehr and Tadjoura, and to Non-Union countries and places, with the exception of Lamu and Mombasa (British East Africa), the South African Colonies and States, St. Helena and Sarawak.

NOTE 3.—Post cards can be sent to all Union countries and places (see list below) and to Lamu and Mombasa (British East Africa) but not to any other Non-Union countries or places.

List of Union Countries and places which, in addition to British India (including Aden, are comprised in the Postal Union.

†Argentine Repub.
Assab.
†Australasian Colonies (British).
Austria.
Azores.
Bagomoyo.
Belgium.
Berbera.
Bermuda.
Bolivia.
Bosnia-Herzegovina.
†Brazil.
†British North Borneo.
Bulgaria.
Bulhar
Cameroons.
†Canada.
Ceylon.
Chili.
Congo.
Costa Rica.
Cyprus.
Danish Colonies.
Da-es-Salaam.
Denmark.
Dutch Colonies.
†Ecuador.
Egypt.
Falkland Islands.
France.
French Colonies.
Gambia.
Germany.
Gibraltar.
Gold Coast.
Greece.
†Guatemala.
Guiana (British).
Harrar.
Hawaii.
Hayti.
Hodeida.
Holland.
Honduras (British).
Honduras (Republic of)
Hong-Kong and British Offices in China.
Hungary.
Italy.
Japan.
Jedda.
Kilwa.
Labuan.
Lagos.
Lahej.
Liberia.
Lindi.
Luxemburg.
Malta.
Madeira.
Makalla.
Marshal Isles.
Massowa.
Mauritius.
Mecca.
†Mexico.
Mocha.
Montenegro.
Newfoundland
New Guinea (German Protectorate).
Nicaragua.
Norway.
Obok.
†Paraguay.
Persia.
Patagonia.
Perim.
†Peru.
Portugal.
Portuguese Colonies.
Roumania.
Russia.
Salvador.
Sana.
San Domingo.
Servia.
Seychelles.
Shehr.
Siam.
Sierra Leone.
S. W. Africa (German Protectorate).
Suakin.
Spain.
Spanish Colonies.
Straits Settlements.
Sweden.
Switzerland.
Tadjoura.
Tanga.
Tangier.
Togo.
Tunis.
Turkey.
United Kingdom.
†U. S. America.
U. S. Columbia.
U. S. Venezuela.
Uruguay.
West Indies (British).
Zanzibar.
Zeyla.

In the case of the loss (except by *vis major*) of a registered article originating in any of the countries of the Postal Union (including British India), with the exception of those marked †, and addressed to any other of the countries which are not so marked, an indemnity of 50 francs or 25 rupees will be paid to the sender, or at the request of the sender, to the addresses, by the Postal Administration to which the despatching office is subordinate. This indemnity will, however, be paid only for the loss of the registered article itself should this be satisfactorily proved, and not for, or in respect of, the loss of any of the contents of the article, and provided that the claim for indemnity is made within one year from the posting of the article.

LIST OF COUNTRIES AND PLACES SERVED BY THE FOREIGN POST.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
ACCRA	*See* Africa, West Coast (British).	
ADELAIDE, South Australia.....	*See* South Australia under Australasian colonies.	
ADEN (Indian Post Office).....	*Via* Bombay & Karachi From Zanzibar— By British, French, German and Portuguese Packets.	
AFRICA, Spanish possessions on North Coast and on West Coast of Morocco.	*See* Spain.	
AFRICA, West Coast. *British Possessions*, viz :— Accra, Gambia, Gold Coast, Lagos and Sierra Leone,	*Via* Brindisi, through United Kingdom.	
French Possessions, viz. :— Senegal and Dependencies, French Congo. *Portuguese Possessions*, viz. :— Cape Verd and Dependencies, Bissau, Cacheu, St. Thomas, Prince's Island, Ajuda and Angola. *Spanish Possessions*, viz. :— Fernando Po, Annobon and Corisco in Gulf of Guinea.	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
German Protectorates, viz. :— The Cameroons, Togo, and a portion of South-West Africa (Great Namaqua, Damaras, and part of Ovambo).	*Via* Brindisi, through Germany.	
AFRICA, West Coast.		
Native Possessions, (except Liberia) viz. :— Ahgwey, Akassa, Asaha, Benin, Bonny, Brass, Calabar (old and new), Half Jack, Niger Territory, Opobo, Wydah, etc.	*Via* Brindisi, through United Kingdom,	Prepayment compulsory. No registration. Post-cards cannot be sent.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
ALEPPO, Syria*	*See* Turkey.	
ALEXANDRETTA Turkey in Asia (South Coast).	*See* Turkey.	
ALEXANDRIA	*See* Egypt.	
ALGERIA (French.)	*See* France.	
ALPES MARITIMES and VAR, France.	*See* France.	
AMERICA, North	*See* United States of America.	
AMIRANTE ISLANDS.....	*See* Mauritius.	
ANDORRA REPUBLIC.....	*See* Spain.	
ANTIGUA	*See* West Indies (British.)	
ARGENTINE REPUBLIC, South America. (Including S aten Island and portions of Patagonia and Tierra del Fuego.)	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
ARMENIA* (except places named.)	*See* Turkey.	
ASCENSION (British)	*Via* Brindisi, through United Kingdom.	Prepayment compulsory. No registration. Post-cards cannot be sent.
ASIA MINOR* (except places named.)	*See* Turkey.	

* Correspondence for Erzeroum and other places in the interior of Armenia should be addressed to the care of some agent at Samsoun or Trebizond.

Correspondence for Hamadan in Persia should be addressed to the care of some agent at Bagdad.

Correspondence for such places in Turkey and Asia Minor or Syria as have no British, Austrian, or French Post Offices should be addressed to the care of an agent at the nearest port at which a British, Austrian, or French Office has been established.

Correspondence for Harrar (Somali country) should be addressed to the care of an agent at Zeyla.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
ASSAB, Red Sea (Italian Office)...	*Via* Aden	
AUSTRALASIAN COLONIES (British), *viz.* :—		
British New Guinea, Fiji Islands New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria and Western Australia.	*Via* Calcutta or Bombay (or from Aden and Adelaide)	Maximum weight for packets of printed papers, legal and commercial documents and samples is 5 lb., and maximum size for samples is 2×1×1 feet.
	Via Tuticorin and Adelaide.....	
	Additional route from Aden only—	
	By French packet....	
New South Wales, South Australia and Victoria.	Additional route from Aden only—	
	By German packet...	
AUSTRIA (including the Principality of Lichtenstein and Hungery).	*Via* Trieste.	
AUSTRIAN OFFICES IN TURKEY.	*See* Turkey.	
AZORES (Portuguese).....	*See* Portugal.	
BAGDAD, Turkey in Asia. (Indian Post Office.)	*Via* Bombay and Karachi.	Indian Inland rates of postage.
BAGOMOYO, German East Africa.	*Via* Aden & Zanzibar.	
BAHAMAS	*See* West Indies (British).	
BAHRAIN, Persian Gulf. (Indian Post Office.)	*Via* Bombay and Karachi.	Indian Inland rates of postage.
BALEARIC Islands. (Spanish.) ...	*See* Spain.	
BANCA, Archipelago of (Dutch) ...	*See* Netherlands-India.	
BANKOK	*See* Siam.	
BARBADOES	*See* West Indies (British).	
BATAVIA, Java (Dutch)	*See* Netherlands-India.	
BECHUANALAND. South Africa (British).	*Via* Brindisi, through United Kingdom.	Post-cards cannot be sent. Same limits of weight and size for packets as to Cape of Good Hope.
BECHUANALAND Protectorate, South Africa (British).	*Via* Aden & Zanzibar.	
BELGIUM	*Via* Brindisi, through Italy.	

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
BERBERA, including Bulhar (Gulf of Aden).	*Via* Aden.	Indian Inland rates of postage.
BERMUDA (British)	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
BEYROUT, Syria.....	*See* Turkey.	
BILLITON (Dutch)	*See* Netherlands-India.	
BIOUW, Archipelago of (Dutch) ...	*See* Netherlands-India.	
BOKHARA	*See* Russia.	
BOLIVIA, South Africa.....	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
BONAIRE	*See* West Indies (Dutch)	
BORNEO (British)	*See* British North Borneo.	
BORNEO (Dutch)	*See* Netherlands-India.	
BOSNIA-HEZEGOVINA	*Via* Brindisi through Italy.	
BOURBON	*See* Reunion.	
BOWEN, Queensland.....	*See* Queensland under Australasian Colonies	
BRAZIL, South America.....	*Via* Brindisi through United Kingdom. Additional route from Aden only— By French Packet.	
BRISBANE, Queensland	*See* Queensland under Australasian Colonies.	
BRITAIN.....	*See* United Kingdom.	
BRITISH COLUMBIA, Canada	*See* Canada.	

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.		ROUTES.	REMARKS.
BRITISH NORTH BORNEO.....		*Via* Bombay (or from Aden) through Singapore. *Via* Calcutta by Indian Packet (Opium Steamer), through Singapore. *Via* Calcutta or Madras (or from Aden) by French Packet through Singapore. Additional route from Aden only— By German packet, through Singapore.	
BRITISH OFFICES IN TURKEY ...		*See* Turkey.	
BUCHAREST		*See* Roumania.	
BUENOS AYRES.....		*See* Argentine Republic.	
BULGARIA.....		*Through* Egyptian Post Office, Port Said. Additional route from Aden only— By French Packet.	
BULHAR.....		*See* Berbera.	
BUNDER ABBAS, Persian Gulf	Indian Post Offices.	*Via* Bombay and Karachi.	Indian Inland rates of postage.
BUSHIRE, Persian Gulf			
BUSSORAH OR BUSRAH, Turkish Arabia.....			
CABUL*		*Via* Peshawar.	
CAIFA or KAIFA Syria..... ..		*See* Turkey.	

* Letters from Cabul must be prepaid with Indian postage at the ordinary rates, and should be addressed to the care of some agent at Peshawur, who should be instructed to pay the postage charged by the Amir of Cabul on correspondence passing through his territory. The post leaves Peshawur twice a week for Cabul, and occupies about five days in transit.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
CAIRO	*See* Egypt.	
CALCUTTA	From Madras— By P. & O. Steamer, French Packet or Private Vessel.	The union rates of postage are applicable to correspondence sent from Madras to Calcutta by these means of conveyance.
CALIFORNIA, North America	*See* United States of America.	
CAMBODIA	*See* French Colonies in Asia.	
CAMEROONS	*See* Africa, West Coast (German Protectorates).	
CANADA, Dominion of (British). [Including the Provinces of British Columbia, Manitoba, New Brunswick, Nova Scotia, Ontario, Prince Edward Island, Quebec and the North-west territories of Canada].	*Via* Brindisi, through United Kingdom.	
CANARY ISLANDS (Spanish).	*See* Spain.	
CANDAHAR*	*Via* Quetta and Chaman.	
CANDIA, Crete	*See* Turkey.	
CANEA, Crete	*See* Turkey.	
CAPE VERD and its Dependencies (Portuguese).	*See* Africa, West Coast (Portuguese possessions).	

* Letters for Candahar must be prepaid with Indian postage at ordinary rates, and are sent *via* Chaman : such letters are subject to additional postage charged by the Amir of Cabul on correspondence passing through his territory. Letters for Candahar cannot be registered.

Value-payable articles may be sent to Ceylon under the ordinary rules and at inland rates, but the amount to be recovered must not exceed Rs. 150. Value-payable parcels for Ceylon are also subject to the general rules of the foreign parcel post and the special conditions which apply to parcels for Ceylon.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
CAPE OF GOOD HOPE (British)...	*Via* Brindisi through United Kingdom, *Via* Aden and Zanzibar. From Calcutta— By Private Vessel.	Post-cards cannot be sent. Maximum weight for packets of printed papers, legal and commercial documents and samples is 5 lb, and maximum size for samples is 2×1×1 feet.
CAROLINA ISLANDS, Oceania (Spanish).	*See* Phillippine Islands.	
CELEBES (Dutch)	*See* Netherlands-India.	
CEYLON (British)	By Land Post, *via* Point Calimere, through Kankesanturai (daily). By Indian Packet, *via* Tuticorin, through Colombo (tri-weekly). *Via* Calcutta, Madras, or Bombay (or from Aden), through Colombo. (By P. & O. Co.) *Via* Calcutta or Madras (or from Aden) by French Packet, through Colombo. By Private Vessel. Additional route from Aden only— By German Packet.	Indian inland rates of postage are applicable to correspondence sent by *Land Post* or by *Indian Packet*.
CHANDERNAGORE, French India (Indian Post Office).	.....	Indian inland rates of postage.
CHIENGMAI, Siam	*See* Siam.	
CHILI, South America (Including Tarapaca, Arica and Tacna).	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
CHINA.		
Hong-Kong (British) and Macao (Portuguese).	*Via* Bombay (or from Aden), through Hong-Kong. *Via* Calcutta by Indian Packet (Opium Steamer), through Hong-Kong. *Via* Calcutta or Madras (or from Aden), by French Packet, through Hong-Kong. By Private Vessel.	For other places in China, the same routes, rates, and conditions are applicable as for the British and Japanese Offices, except that registration does not extend beyond the Post Office nearest to destination.
British Post Offices at Amoy, Canton, Foochow, Hankow, Kiung Chow (or Hoihow), Ningpo, Shanghai, Swatow and Tientsin.		
Japanese Post Offices at Chefoo, Chinkiang, Newchwang, Kiu-Kiang, Fusampo and Tinsen (Corea).	Additional route from Aden only— By German Packet.	
CHIO or TCHESME, Turkey in Asia (West Coast).	*See* Turkey.	
COCHIN CHINA	*See* French Colonies in Asia.	
COLUMBIA.....	*See* United States of Columbia.	
COMORO ISLES	*See* Mayotte and Dependencies.	
CONGO, Africa	*See* Africa, West Coast (French Possessions).	
CORISCO, Gulf of Guinea	*See* Africa, West Coast (Spanish Possessions).	
CORSICA (French)	*See* France.	
COSTA RICA, Central America ...	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
CUBA	*See* West Indies (Spanish).	
CURACOA	*See* West Indies (Dutch).	
CYPRUS (British)	*Through* Egyptian Post Office, Port Said.	
DAMAN, Portuguese India.....	.....	Indian inland rates of postage.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
DAMASCUS, Syria*	*See* Turkey.	
DARDANELLES, Turkey	*See* Turkey.	
DAR-ES-SALAAM, German East Africa.	*Via* Aden and Zanzibar.	
DELAGOA BAY	*Via* Aden and Zanzibar.	
DEMERARA, British Guiana	*See* Guiana.	
DENMARK (including Iceland and Faroe Islands).	*Via* Brindisi, through Germany.	
DIU, Portuguese India	.....	Indian inland rates of postage.
DOMINICA	*See* West Indies (British).	
DUTCH EAST INDIES	*See* Netherlands-India.	
ECUADOR, South America	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
EGYPT	Through Egyptian Post Office, Port Said. Additional route from Aden only— By French Packet.	Letters addressed to places beyond Wadi Half a cannot be registered or sent unpaid.
ENGLAND	*See* United Kingdom.	
ERZEROUM	*See* Turkey.	
FALKLAND ISLANDS, South Atlantic (British).*	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	

* Correspondence for Erzeroum and other places in the interior of Armenia should be addressed to the care of some agent at Samsoun or Trebizond.

Correspondence for Hamadan in Persia should be addressed to the care of some agent at Bagdad.

Correspondence for such places in Turkey and Asia Minor or Syria as have by British, Austrian, or French Post Offices, should be addressed to the care of an agent at the nearest port at which a British, Austrian, or French Office has been established.

Correspondence for Harrar (Somali country), should be addressed to the care of an agent at Zeyla.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
FAROE ISLANDS	*See* Denmark.	
FERNANDO PO, Gulf of Guinea ...	*See* Africa, West Coast (Spanish possessions)	
FIJI ISLANDS	*See* Australasian Colonies.	
FINLAND—Grand Duchy of	*See* Russia.	
FRANCE (Including Algeria and the Principality of Monaco.)	*Via* Brindisi, through French Office, Modane. Additional route from Aden only— By French Packet.	
FRENCH COLONIES IN ASIA, *viz.* :—	*Via* Bombay (or from Aden).	
Annam, Cambodia, Saigon, Tonquin and French Offices in Cochin China.	*Via* Calcutta or Madras (or from Aden) by French Packet. Additional route from Aden only— By German Packet.	
FRENCH COLONIES IN OCEANIA, *viz.* :—		
Marquesas Islands, Tahiti, and the Archipelago under French Protectorate.	*Via* Brindisi, through French Office Modane. Additional route from Aden only— By French Packet.	
New Caledonia Dependencies	*Via* Bombay to Aden (or from Aden and thence by French Packet).	
FRENCH OFFICES IN TURKEY .	*See* Turkey.	
GALLIPOLI, Dardanelles...	*See* Turkey.	
GAMBIA	*See* Africa, West Coast (British Possessions).	
GEELONG, Victoria	*See* Victoria under Australasian Colonies.	
GERMANY (Including Heligoland).	*Via* Brindisi.	

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS
GIBRALTAR and British Postal Agencies in Morocco (Casabianca, Laraichi, Mazagan, Mogador, Rabat, Saffi and Tangier).	By British Packet.	
GOA, Portuguese India	.....	Indian Inland rates.
GOLD COAST	*See* Africa, West Coast (British possessions).	
GREAT BRITAIN	*See* United Kingdom.	
GREAT COMORO.....	*See* Mayotte and dependencies.	
GREECE	Through Egyptian Post Office, Port Said. Additional route from Aden only— By French Packet.	
GREENLAND (Danish)	*Via* Brindisi, through Germany.	
GRENADA	*See* West Indies (British).	
GRENADILLES or GRENADINES ...	*See* West Indies (British).	
GUADALOUPE and its dependencies.	*See* West Indies (French).	
GUADUR, Mekran Coast (Indian Post Office.)	*Via* Bombay and Karachi.	Indian inland rates of postage.
GUATEMALA, Central America.....	*Via* Brindisi, through United Kingdom Additional route from Aden only— By French Packet.	
GUIANA (British and DUTCH.).....	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
GUIANA (French)	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	

COUNTRIES AND PLACES. Names underlined denotes Non-Union Countries and Places.	ROUTES.	REMARKS.
HAIFONG (Tonquin)	*See* Tonquin under French Colonies in Asia.	
HAMADAN,* Persia	*Via* Bombay and Karachi.	
HANOI (Tonquin)	*See* Tonquin under French Colonies in Asia.	
HARRAR (Somali Country)	*Via* Aden	Indian inland rates of postage. Prepayment compulsory. No registration.
HAWAII, Sandwich Islands	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
HAYTI and ST. DOMINGO	*Via* Brindisi, through United Kingdom. Addition route from Aden only— By French Packet.	
HIOGO	*See* Japan.	
HOBART, Tasmania	*See* Tasmania under Australasian Colonies	
HODEIDA (Red Sea)	*Via* Aden.	
HOLLAND	*See* Netherlands.	
HONDURAS, Central America (British and Foreign).	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	

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Correspondence for Harrar (Somali country) should be addressed to the care of an agent at Zeyla.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
HONG KONG (British)	*See* China.	
HUNGARY	*See* Austria.	
IBO	*See* Mozambique.	
ICELAND	*See* Denmark.	
INEBOLI, Turkey in Asia. (Coast of Black Sea).	*See* Turkey.	
IONIAN ISLANDS	*See* Greece.	
ITALY and SAN MARINO* (Republic).	*Via* Brindisi.	
JAFFA, Syria	*Sse* Turkey.	
JAMAICA	*See* West Indies (British).	
JAPAN	*Via* Bombay (or from Aden) through Hong-Kong.	Articles can be registered only to Hiogo, Nagasaki, Yokohama.
	Via Calcutta by Indian Packet (Opium Steamer), through Hong-Kong	
	Via Calcutta, or Madras (or from Aden) by French Packet through Hong-Kong.	
	Additional route from Aden only— By German Packet, through Hong-Kong.	

* Current coin, gold or silver bullion, precious stones, jewellery or other precious articles, and articles liable to customs duty,† may not be sent by the Foreign Post. Foreign lottery tickets are also prohibited by the Italian Government, and correspondence containing any of the articles mentioned above, or lottery tickets, is liable to confiscation in Italy.

† Books (except those addressed to heads of Foreign Mi sions) imported into the United States of America are subject to duty, but they may nevertheless be forwarded by Foreign Post.

When books exceeding 100 francs in value are addressed to one and the same person in Uruguay they are liable to customs duty, but they may nevertheless be forwarded by Foreign Post.

Books and non-periodical publications which, on account of their number, may be considered as not intended for the personal use of the addresses, but for sale, are liable to customs duty in the Republic of Columbia, and may not be sent by post.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
JASK, Persian Gulf (Indian Post Office).	*Via* Bombay and Karachi.	Indian inland rates of postage.
JAVA (Dutch)	*See* Netherlands-India.	
JEDDA (Red Sea)	*Through* Egypt.	
JERUSALEM, Syria	*See* Turkey.	
JULFA, Persia.....	*See* Persia.	
KAIFA or CAIFA, Syria	*See* Turkey.	
KARIKAL, French India (Indian Post Office).	.....	Indian Inland rates of postage.
KIERMAN SHAH, Persia	*See* Persia.	
KILWA, German East Africa	*Via* Aden and Zanzibar	
KLEIN POPO (or Little Popo)	*See* Togo under Africa, Wost Coast (German Protectorates).	
KUSTENDJIE, Coast of Black Sea..	*See* Bulgaria.	
LABUAN (British)	*Via* Bombay (or from Aden) through Singapore. *Via* Calcutta by Indian Packet (Opium Steamer) through Singapore. *Via* Calcutta or Madras (or from Aden) by French Packet, through Singapore. Additional route from Aden only— By German Packet, through Singapore.	
LAGOS, Turkey in Europe (South Coast).	*See* Turkey.	
LAGOS	*See* Africa, West Coast (British possessions).	
LAHEJ (Near Aden)	*Via* Aden	Indian Inland rates of postage. Prepayment compulsory. No registration.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
LAMU, British East Africa	*Via* Bombay to Aden, and thence by Zanzibar line. From Aden, Berbera, Perim. Zanzibar or Zeyla— By Private Vessel.	
LARNAKA, Cyprus	*See* Cyprus.	
LAROOT	*See* Straits Settlements.	
LATAKIA, Syria	*See* Turkey.	
LICHTENSTEIN, Principality of ..	*See* Austria.	
LIBERIA, Republic of—Upper Guinea.	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
LINDI, German East Africa	*Via* Aden and Zanzibar.	
LINGA, Persian Gulf (Indian Post Office).	*Via* Bombay and Karachi.	Indian Inland rates of postage.
LUXEMBURG	*Via* Brindisi, through Germany.	
LUZON	*See* Phillippine Islands.	
MACAO, (Portuguese)	*See* China.	
MADAGASCAR (French), *viz.* :— Ambositra Andevorante, Fenerive, Fiaranantsoa, Foulpointe, Ivondro, Maevatana, Mahambo, Mahanoro, Mahela, Maintirano, Majunga, Mananjary, Morondava, Morotsangana, Nossi-Ve, Ste. Marie, Tamatave, Tananarivo, Vatomandry and Vohemar.	*Via* Bombay and Aden (or from Aden) and thence by French Packet.	
MADAGASCAR, places other than those named above.	*Via* Bombay and Aden (or from Aden) and thence by French Packet.	Prepayment compulsory. No registration. Post cards cannot be sent.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
MADEIRA (Portuguese)	*Via* Brindisi through United Kingdom. Additional route from Aden only— By French Packet.	
MADRAS.....	From Calcutta— By P. & O. Steamer. By French Packet... By Private Vessel...	The union rates of postage are applicable to correspondence sent from Calcutta to Madras by these means of conveyance.
MADURA (Dutch)	*See* Netherlands-India	
MAHE, French India (Indian Post Office).	.....	Indian Inland rates of postage.
MAHE (Seychelles).....	*See* Mauritius.	
MAJORCA, Balearic Islands (Spanish).	*See* Spain.	
MAJUNGA	*See* Madagascar (French).	
MAKALLA (Gulf of Aden)	*Via* Aden and from Aden by Private Vessel.	Indian Inland rates of postage. Prepayment compulsory. No registration.
MALACCA (British).....	*See* Straits Settlements	
MALTA (British)	By British Packet.	
MANILLA (Luzon)	*See* Phillippine Islands.	
MANITOBA, Canada	*See* Canada.	
MARIANNE ISLANDS, Oceania (Spanish).	*See* Phillippine Islands.	
MARQUESAS ISLANDS	*See* French Colonies in Oceania.	
MARSHAL ISLANDS, Micronesia (German Protectorate).	*Via* Bombay to Aden and thence by German Packet.	
MARTINIQUE	*See* West Indies (French).	
MASSOWA, Red Sea (Italian Office).	*Via* Aden.	

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
MAURITIUS (British), including Seychelles, Rodrig and the Amirante islands.	*Via* Bombay to Aden and thence by French Packet. *Via* Tuticorin to Colombo and thence by the B. I. S. N. Co. By Private Vessel. Additional route from Aden only— By French Packet.	
MAYOTTE and dependencies (French).	*Via* Bombay to Aden (or from Aden) and thence by French Packet.	
MECCA (Red Sea)	*Through* Egypt.	
MELBOURNE, Victoria	*See* Victoria under Austral sian Colonies.	
MERSINA, Turkey in Asia (South Coast).	*See* Turkey.	
MEXICO, North America	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
MINORCA, Balearic Islands, (Spanish).	*See* Spain.	
MIQUELON and St. PIERRE. (French Colonies in America).	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
MITYLENE, Turkey (Ægean Sea)	*See* Turkey.	
MOCHA (Red Sea).....	*Via* Aden	No registration.
MOLDAVIA.....	*See* Roumania.	
MOLUCCAS, Archipelago of (Dutch).	*See* Netherlands-India.	

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
MOMBASA, British East Africa ...	*Via* Bombay to Aden and thence by Zanzibar line. From Aden, Berbera, Perim, Zanzibar or Zeyla— By Private Vessel.	
MONACO, Principality of—	*See* France.	
MONTENEGRO	*Via* Brindisi, through Italy.	
MONTEVIDEO	*See* Uruguay.	
MONTSERRAT	*See* West Indies (British).	
MOROCCO. Spanish Post Offices on the West Coast.	*See* Spain.	
British Post Offices	*See* Tangier.	
MOZAMBIQUE (Portuguese) including Ibo.	*Via* Aden and Zanzibar.	
MUSCAT, Arabia (Indian Post Office).	*Via* Bombay and Karachi.	Indian Inland rates of postage.
NAGASAKI	*See* Japan.	
NASOVA, Fiji Islands	*See* Fiji Islands under Australasian Colonies.	
NATAL, South Africa ..... (British).	*Via* Brindisi, through United Kingdom. *Via* Aden and Zanzibar.	Post-cards cannot be sent. Same limits of size and weight for packets as to Cape of Good Hope. (*See* Cape of Good Hope.)
NETHERLANDS (Holland).....	*Via* Brindisi, through Germany.	
NETHERLANDS—INDIA, (or Dutch East Indies), including Archipelago of Banca, Billiton, Borneo, Archipelago of Blouw, Celebes, Madura, Java, Archipelago of Moluccas, New Guinea (Papua), Sumatra and Islands of Sunda.	*Via* Bombay (or from Aden) through Singapore. *Via* Calcutta by Indian Packet (Opium Steamer through Singapore. *Via* Calcutta or Madras (or from Aden) by French Packet.	

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
NEVIS	*See* West Indies (British).	
NEW BRUNSWICK, Canada	*See* Canada.	
NEW CALEDONIA and dependencies.	*See* New Caledonia under French Colonies in Oceania.	
NEW FOUNDLAND (British).....	*Via* Brindisi, through United Kingdom.	
NEW GUINEA (British)	*See* Australasian Colonies.	
NEW GUINEA (German Protectorate).	*Via* Colombo.	
NEW GUINEA—PAPUA (Dutch)..	*See* Netherlands-India	
NEW SOUTH WALES	*See* Australasian Colonies.	
NEW ZEALAND	*See* Australasian Colonies.	
NICARAGUA, Central America ...	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
NORTH-WEST TERRITORIES OF CANADA.	*See* Canada.	
NORWAY.....	*Via* Brindisi, through Germany.	
NOSSI VE (French)	*See* Madagascar (French).	
NOVA SCOTIA, Canada	*See* Canada.	
OBOK, East Coast of Africa (French).	*Via* Aden.	
ONTARIO, Canada	*See* Canada.	
ORANGE FREE STATE, South Africa.	*Via* Brindisi, through United Kingdom. *Via* Aden and Zanzibar.	Post-cards cannot be sent.
ORUBA	*See* West Indies (Dutch).	
OTYIMBINGUE, S. W. Africa	*See* Africa, West Coast (German Protectorates).	

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
PARAGUAY, South America.....	*Via* Brindisi, through United Kingdom. Additional route from Adden only— By French Packet.	
PATAGONIA AND TIERRADEL FUEGO. (Western portion belongs to Chili, and Eastern portion, including Staten Island, to the Argentine Republic).	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
PENANG (British)	*See* Straits Settlements.	
PERAK	*See* Straits Settlements.	
PERIM	*Via* Aden.....	Indian Inland rates of postage.
PERSIA	*Via* Bombay & Karachi.	Correspondence from India for Indian Post Offices in the Persian Gulf and Turkish Arabia, *viz.*, Bagdad and Bussorah (Turkey in Asia). Bahrain, Bunder Abbas, Bushire, Jask and Linga (Persian Gulf), Guadur (Mekran, Baluchistan), Muscat (Arabia), is conveyed at ordinary Indian inland rates.
PERT, Western Australia	*See* Western Australia under Australasian Colonies.	
PERU, South America	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	

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PHILIPPINE ISLANDS (Spanish), [including Amar, Luzon, Mindanao, Palawan, and Panay, Carolina Islands, and Marianne Islands.]	*Via* Bombay (or from Aden) through Singapore. *Via* Calcutta by Indian Packet (Opium Steamer), through Singapore. *Via* Calcutta (or Madras or from Aden) by French Packet, through Singapore.	
PONDICHERRY, French India (Indian Post Office).	.....	Indian inland rates of postage.
PORT ELIZABETH	*See* Natal.	
PORTO RICO (or Puerto Rico)	*See* West Indies (Spanish).	
PORT SAID	*See* Egypt.	
PORTUGAL, including Azores	*Via* Brindisi, through French Office Modane. Additional route from Aden only— By French Packet.	
PRINCE EDWARD ISLAND, Canada.	*See* Canada.	
PRINCE'S ISLAND, Guinea, Africa.	*See* Africa, West Coast (Portuguese possessions).	
QUEBEC, Canada	*See* Canada.	
QUEENSLAND, Australia	*See* Australasian Colonies.	
RAHENG, SIAM	*See* Siam.	
RETIMO, Crete	*See* Turkey.	
REUNION (or Bourbon)	*Via* Bombay to Aden (or from Aden) and thence by French Packet.	
RHODES, Sporades) Turkey.....	*See* Turkey.	
RIO DE JANEIRO	*See* Brazil.	

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RODRIGUES	*See* Mauritius.	
ROUMANIA, Moldavia and Wallachia.	*Via* Brindisi, through Italy.	
RUSSIA,* including Finland		
Northern Provinces	*Via* Trieste through Austria.	
Southern Provinces, Caucasia and Russian Turkistan.	*Via* Brindisi, through Italy.	
RUSTCHUK	*See* Bulgaria.	
SABA	*See* West Indies (Dutch).	
SAIGON, Cochin China, (French)	*See* French Colonies in Asia.	
St. CHRISTOPHER, or St. Kitts	*See* West Indies (British).	
St. CROIX (or Santa Cruz)	*See* West Indies (Danish).	
St. EUSTATIUS	*See* West Indies (Dutch).	
St. HELENA (British)	*Via* Brindisi, through United Kingdom.	Post-cards cannot be sent.
St. JEAN	*See* West Indies (Danish).	
St. KITTS, (or St. Christopher)	*See* West Indies (British).	
ST. LUCIA	*See* West Indies (British).	
ST. MARIE, Madagascar	*Soe* Madagascar (French).	

* The general rule to be followed in addressing correspondence to be transmitted by the Foreign Post is that the name of the post-town, and also of the country, must be given, the name of the country being written at bottom of the address.

To
A. B.,
Cambridge.
ENGLAND.

To
A. B.,
Vevey,
SWITZERLAND.

Note.—In the case of correspondence for Russia, the name of the province or government in which a post-town is situated must be given in addition to the name of the post-town and country. Unless this rule is complied with the Russian Post Office declines to undertake the delivery of correspondence.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
ST. MARTIN	*See* West Indies (Dutch).	
ST. PIERRE	*See* Miquelon.	
ST. THOMAS, Guinea, Africa	*See* Africa, West Coast (Portuguese possessions).	
ST. THOMAS	*See* West Indies (Danish).	
ST. VINCENT	*See* West Indies (British).	
ST. VINCENT (Cape Verd.)	*See* Africa, West Coast (Portuguese possessions).	
SALVADOR, Republic of—Central America.	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
SAMSOUN, Turkey in Asia (Coast of Black Sea).	*See* Turkey.	
SAN DOMINGO	*See* Hayti.	
SAN MARINO, Republic of—	*See* Italy.	
SANA, Red Sea (Turkish Office)	*Via* Bombay to Aden (or from Aden) and thence by Egyptian Packet.	
SANDWICH ISLANDS	*See* Hawaii.	
SARAWAK	*Via* Bombay (or from Aden) through Singapore. *Via* Calcutta by Indian Packet (Opium Steamer) through Singapore. *Via* Calcutta or Madras (or from Aden) by French Packet, through Singapore. Additional route from Aden only— By German Packet, through Singapore.	Post-cards cannot be sent.

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SARDINIA	*See* Italy.	
SENEGAL and its dependencies ...	*See* Africa, West Coast (French possessions)	
SERVIA	*Via* Brindisi, through Italy.	
SEYCHELLES, (British)	*See* Mauritius.	
SHEHR, (Gulf of Aden)	*Via* Bombay and Aden and from Aden by Private Vessel.....	Indian inland rates of postage. Prepayment compulsory.
SHEIKHUTHMAN (Near Aden).....	*See* Aden	No registration.
SHIRAZ, Persia	*See* Persia.	
SIAM Chiengmai (or Zimme), Lacon, Lanpoon, Luang Prabang, Mehongson, Paklai and Raheng.	*Via* Kawkarcik and Myawaddy in Burma.	
Other parts of Siam	*Via* Bombay (or from Aden) through Singapore. *Via* Calcutta by Indian Packet (Opium Steamer), through Singapore. *Via* Calcutta, or Madras (from Aden) by French Packet, through Singapore. Additional route from Aden only— By German Packet, through Singapore.	
SICILY.....	*See* Italy.	
SIERRA LEONE	*See* Africa, West Coast (British possessions).	
SINGAPORE, (British)	*See* Straits Settlements.	
SMYRNA, Turkey in Asia (West Coast).	*See* Turkey.	
SOMALI COAST (Gulf of Aden). ...	*See* Barbera, Zeyla and Harrar.	

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SOUTH AFRICAN RE-PUBLIC.	*See* Transvaal.	
SOUTH AUSTRALIA	*See* Australasian Colonies.	
SPAIN, including Spanish possessions on North Coast of Africa and West Coast of Morocco, Balearic Islands, Canary Islands and Republic of Andorra.	*Via* Brindisi, through French Office, Modane. Additional route from Aden only— By French Packet.	
STATEN ISLAND America	*See* Argentine Republic.	
STRAITS SETTLEMENTS (British)...	*Via* Bombay (or from Aden), tnrough Singapore or Penang. *Via* Calcutta by Indian Packet (Opium Steamer), through Singapore. *Via* Calcutta or Madras (or from Aden) by French Packet through Singapore. By Private Vessel. Additional route from Aden only— By German Packet	
SUAKIN (Red Se).....	*Via* Aden.	
SUEZ	*See* Egypt.	
SULINA	*See* Bulgaria.	
SUMATRA (Dutch)	*See* Netherlands-India	
SUNDA, ISLANDS OF (Dutch).....	*See* Netherlands-India	
SURINAM	*See* Guiana (Dutch).	
SWEDEN.....	*Via* Brindisi, through Germany.	
SWITZERLAND.....	*Via* Brindisi, through Italy.	

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SYDNEY, New South Wales.....	*See* New South Wales Under Australasian Colonies.	
SYRIA*	*See* Turkey.	
TADJOURA, Gulf of Aden.....	*Via* Aden.....	No registration.
TAHITI	*See* French Colonies in Oceania.	
TAMATAVE	*See* Madagascar (French).	
TANGA, German East Africa	*Via* Aden and Zanzibar.	
TANGIER, Africa and British Postal Agencies in Morocco (Casabianca, Laraichi, Mazagan, Mogador, Rabat, Saffi.)	*Via* Gibraltar. Additional route from Aden only— By French Packet.	
TASMANIA (or Van Diemen's Land)	*See* Australasian Colonies.	
TCHERNAVODA	*See* Bulgaria.	
TCHESME or CHIO.....	*See* Turkey.	
TEHERAN, Persia	*See* Persia.	
TIERRA DEL FUEGO, South America.	*See* Patagonia.	

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TIMOR, Oceania. (Portuguese)...	*Via* Bombay (or from Aden), through Singapore.	
	Via Calcutta by Indian Packet (Opium Steamer), through Singapore.	
	Via Calcutta or Madras, (or from Aden) by French Packet.	
TOBAGO	*See* West Indies (British).	
TOGO	*See* Africa, West Coast German Protectorates.	
TONQUIN	*See* French Colonies in Asia.	
TORTOLA	*See* West Indies British).	
TRANSVAAL. (South African Republic).	*Via* Brindisi, through United Kingdom.....	Post-cards cannot be sent.
	Via Aden and Zanzibar	
TREBIZOND, Turkey in Asia (Coast of Black Sea).	*See* Turkey.	
TRINIDAD	*See* West Indies (British).	
TRIPOLI, Barbary	*Via* Brindisi, through Italy.	
TRIPOLI, Syria	*See* Turkey.	
TULTSCHA.....	*See* Bulgaria.	
TUNIS, Barbary	*Via* Brindisi, through Italy.	

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
TURKEY,*— *British Offices* at Beyrout, Constantinople and Smyrna. *Austrian Offices* at Adrianople, Antivari, Beyrout, Bourgas or Burghas, Caifa or Kaifa Candia, Canea, Cavalla or Kavala, Chio (Tchesme), Constantinople, Dardanelles, Dede-Agatsch, Durazzo, Gallipoli, Ineboli, Jaffa, Janina, Jerusalem, Lagos, Mitylene, Philippopolis, Piatra, Prevesa, Retimo, Rhodes, Salonica, Samsoun, Santi-Quaranta, Seres, Smyrna, Trebizond and Valona. *French Offices* at Alexandretta, Beyrout, Dardadelles, Ineboli, Jaffa, Lagos, Latakia, Mersina, Ordon, Rhodes, Rhodosto, Salonica, Samsoun, Smyrna, Trebizond and Tripoli in Syria.	Through Egypt ..... Additional route from Aden only— By French Packet.	Correspondence for *Indian Post Office* in the Persian Gulf and Turkish Arabia *viz*,, Bagdad and Bussorah (Turkey in Asia), Bahrain, Bunder Abbas, Bushire, Jask and Linga (Persian Gulf). Guadur (Mekran, Baluchistan), Muscat (Arabia), is conveyed at ordinary Indian indland rates.
TURKISTAN	*See* Russia.	
TURK'S ISLANDS	*See* West Indies (British).	
UNITED KINGDOM	*Via* Brindisi ..... Additional route from Aden only— By French Packet.	Mixmum weight for packets of printed papers, legal and commercial documents and samples for the United Kingdom is 5 lbs., and maximum size for samples is 2 × 1 × 1 feet.

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UNITED STATES OF AMERICA* ..	*Via* Brindisi, through United Kingdom.	
UNITED STATES OF COLUMBIA*...	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
UNITED STATES OF VENEZUELA.	*Via* Brindisi, through United Kingdom, Additional route from Aden only— By French Packet.	
URUGUAY.....	*Via* Brindisi through United Kingdom. Additional route from Aden only— By French Packet.	
VANCOUVER ISLAND, Canada.....	*See* Canada.	
VAN DIEMEN'S LAND (or Tasmania).	*See* Tasmania under Australasian Colonies.	
VAR and ALPES MARITIMES, France.	*See* France.	
VARNA (Coast of Black Sea	*See* Bulgaria.	
VENEZULA, South America.....	*See* United States of Venezuela.	
VICTORIA, Australia	*See* Australasian Colonies.	
WALLACHIA.....	*See* Roumania.	
WELLINGTON, New Zealand	*See* New Zealand under Australasian Colonies.	

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† Books (except those addressed to heads of Foreign Missions) imported into the United States of America are subject to duty, but they nevertheless be forwarded by Foreign Post.

When books exceeding 100 francs in value are addressed to one and the same person in Uruguay they are liable to customs duty, but they may nevertheless be forwarded by Foreign Post.

Books and non-periodical publications which, on account of their number, may be considered as not intended for the personal use of the addressees, but for sale, are liable to customs duty in the Republic of Columbia, and may not be sent by post.

COUNTRIES AND PLACES. Names underlined denote Non-Union Countries and Places.	ROUTES.	REMARKS.
WESTERN AUSTRALIA	*See* Australasian Colonies.	
WEST INDIES, (British) *viz* :— Antigua, Bahamas, Barbadoes, Dominica, Grenada, Grenadilles (or Grenadines), Jamaica, Montserrat, Nevis, St. Christopher *or* St. Kitts, St. Lucia, St. Vincent, Tobago, Trinidad, Turks Islands, Virgin Isles (Tortola, etc.)	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
WEST INDIES (Danish) *viz.* :— St. Croix or Santa Cruz, St. Jean and St. Thomas.	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
WEST INDIES (Dutch) *viz.* :— Bonaire, Curacoa, Oruba, Dutch portion of St. Martin, Saba and St. Eustatius.	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
WEST INDIES (French) *viz.* :— Guadaloupe and its dependencies and Martinique.	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
WEST INDIES (Spanish) *viz.* :— Cuba and Porto Rico	*Via* Brindisi, through United Kingdom. Additional route from Aden only— By French Packet.	
WIDDIN	*See* Bulgaria.	
YANAM (or Yanaon), French India (Indian Post Office.)	.....	Indian inland rates of postage.
YOKOHAMA	*See* Japan.	
ZANZIBAR	*Via* Bombay to Aden and thence by British, French, German or Portuguese Packet.	
ZEYLA (Somali Coast, Gulf of Aden).	*Via* Aden	Indian inland rates of postage.
ZIMME (or Chiengmai) Siam	*See* Siam.	

PRINTED PAPERS.

DEFINITION OF TERM PRINTED PAPERS.—"Printed papers" include newspapers and periodicals, books, pamphlets, music, visiting cards, address cards, proofs of printing with or without the manuscript relating thereto, papers impressed with points in relief for the use of the blind, engraving, photographs, pictures, drawings, plans, maps, papers or cards embossed in plain relief, catalogues, prospectuses, announcements and notices of various kinds, whether, printed, engraved, lithographed, or authographed, and in general all impressions or copies obtained on paper, parchment, or card-board, by means of printing, engraving, lithography autography or any other mechanical process easy to recognise, except the copying-press and the Type-writer.

Stamps or forms of pre-payment, whether obliterated or not, and any printed matter representing a monetary value, are excluded from classification as "printed papers."

LEGAL AND COMMERCIAL DOCUMENTS.

DEFINITION OF TERM (BUSINESS) PAPERS.—"Legal and Commercial Papers" (business papers) include all deeds or documents, written or drawn wholly or partly by hand, which have not the character of *an actual and personal correspondence*, such as papers of legal procedure, deeds of all kinds drawn up by public functionaries. way-bills and bills of lading, invoices, the various documents of insurance companies, copies of, or extracts from private deeds written on stamped or unstamped paper, scores or sheets of manuscript, music, manuscripts of works forwarded separately, &c. They are also held to include such written articles intended for publication in newspapers as are not of the nature of a personal letter, as well as written descriptions or hand-sketches of places which are sent for publication.

CORRESPONDENCE FOR TURKISH ARABIA.

SPECIAL RULES REGARDING CORRESPONDENCE FOR PLACES BETWEEN BUSRAH AND BAGDAD.—The Indian Government maintains Post Offices at Busrah and Bagdad. It does not, however, undertake to deliver articles posted for Kot-el-Amarah, Amarah, or other Turkish towns between Bagdad and Busrah. Such articles, if posted, will be transferred to the Dead Letter Office for return to the senders.

ARTICLES NOT ALLOWED TO BE SENT BY FOREIGN POST.

DANGEROUS AND OFFENSIVE SUBSTANCES.—Explosive, dangerous, damaging, or offensive substances, such as gunpowder, matches, percussion caps, saltpetre, indigo, assafœtida, liquids, oils, fatty substances, dry powders, whether dyes or not &c., and animals or insects, living or dead, may not be sent by the Foreign Post; or any article which, either from its own nature or by reason of insecure packing, may be likely to injure the contents of the mail bags or the persons of the mail officers.

FOREIGN PARCEL POST.

GENERAL RULES.

Parcels are received at any Indian Post Office for transmission to the countries named below.

Parcels may be sent to and received from, the following countries or places :—

Africa, West Coast (*British*), *viz.*, Accra, Gambia, Lagos, Quittah, & Sierra Leone.†
Algeria.†
Antigua.†
Ancension.†
Austria.
Bahamas.†
Barbadoes.†
Belgium.
Bermuda.†
British Bechuanuland (including Bechnanuland Protectorate).†

† Parcels are sent to places marked † through the United Kingdom.

British Guiana.†
British Honduras.†
Canada (including British Columbia and Vanconver's Island).†
Cape Colonies.†
Ceylon.
Chili.†
China (British Offices).
Columbia(Republic of)†
Corsica.†
Cyprus.
Denmark.
Dominica.†
Egypt.
Falkland Islands.†
Fiji.†
France.
Germany.
Gibraltar.
Grenada.†
Holland (Netherlands).
Hungary.
Jamaica.†
Madagascar (French).†
Malta.
Mauritius.†
Mayotte.†
Mexico.†
Montserrat.†
Morocco.†
Natal.†
Nevis †
Newfoundland.†
Norway.
St. Helena.†
St. Kitts.†
St. Lucia.†
St. Vincent.†
Seychelles.†
Siam (Bankok).
South Australia.
Straits Settlements.
Sweden.
Switzerland.
Tahiti.†
Tobago.†
Tortola.†
Transvall (South African Republic).†
Tristan D' Acounha.†
Trinidad.†
Tunis.†
Turk's Islands†
United Kingdom.†
Uruguay.†
Victoria (Australia).
West Indies (*Danish*).†
West Indies (*French*).†
Zanzibar.

Prepayment is compulsory (except between Aden and any other Indian Post Office but Zanzibar) at the rates shown in the Foreign Parcel Post Schedule at the end of this Section. The postage must be paid *in cash* except in the case of service parcels which must be prepaid with service postage stamps, affixed, to the receipt.

Unpaid and insufficiently paid parcels will not be forwarded from India to any country to which prepayment is compulsory.

Every parcel must be accompanied by a customs declaration (in the *prescribed form*, which is obtainable *gratis* at every Post Office), bearing the *address* of the parcel to which it relates, and a declaration of its *contents* and *value*, as well as the signature and address of the sender. The contents should be stated in full detail, a separate description of each article, and its value, being given. The value must in all cases be stated in British *sterling* money. When the contents of a parcel are liable to duty in the country of destination, an incorrect declaration of value renders the parcel liable to confiscation. Declarations written on any but the prescribed form cannot be accepted.

Note.—When filling up declarations, the use of the sign, "&c.," should be carefully avoided, as it is regarded with suspicion by the customs authorities.

Every parcel must be presented at the Post Office window with the receipt ready prepared (on one of the prescribed forms which are obtainable *gratis* from every Post Office) in addition to the customs declarations. Separate forms of receipt are prescribed for insured and uninsured parcels, and in sending to the Post Office for forms, it will be necessary, therefore, for the sender to state whether he wants a receipt form for an ordinary parcel or for an insured foreign parcel.

Insurance of Foreign parcels is of two kinds, complete and partial. *Complete* insurance covers all risks during transit by land (except risks arising out of highway robbery in Native States in India) and all risks during transit by sea : complete insurance is only available for parcels addressed to the United Kingdom which do not exceed 11 lbs. in weight, and which do not contain money.

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† Parcels are sent to places marked † through the United Kingdom.

Partial insurance covers all risks during transit *in India* (except risks arising out of highway robbery in Native States), but does not cover any risks by sea or land after a parcel has quitted the shores of India. Any foreign parcel containing coin, bullion, precious stones, or jewels *must* be partially insured (unless, as in the case of some parcels for the United Kingdom, they are completely insured), as under the inland rules no parcel containing such valuables can be received for transmission by post unless insured. The rates for partial insurance are as follows :—

When the value insured does not exceed £5 ..... As. 2
For every additional £5 or fraction thereof ..... ,, 2

The Government will guarantee the safe transit *in India* of parcels partially insured and will grant compensation, not exceeding the insured value, for any actual loss occurring in transit.

A parcel may not contain *another* parcel, or a letter, or other postal packet intended for delivery to a person other than the addressee of the first-named parcel. Nor may a parcel contain opium, liquids, (unless securely packed in proper cases), or substances of a dangerous, damaging, or offensive nature, such as gunpowder, &c. Furthermore, a parcel may not contain any article or substance specially prohibited from importation into any particular country or colony : for particulars regarding articles thus specially prohibited, reference should be made to the Foreign Parcel Post Schedule at the end of this Section.

Parcels infringing the rules regarding prepayment, weight or size, or containing forbidden articles, or uninsured valuables, will not be forwarded.

When complaints are made regarding delay in the arrival of parcels at their destination, or damage to their contents, the Post Office is always glad to make enquiries Applications should be made at the Post Office at which the parcels were posted, and should be accompanied by the receipt granted at the time of posting. Parcels exceeding 11 lb. in weight addressed to the United Kingdom are forwarded through the medium of the Peninsular and Oriental Steam Navigation Company, and senders are recommended to advise the addressees to apply direct (in cases of complaint) to the P. & O. S. N. Co., 122, Leadenhall Street, London, E. C.

Note.—All parcels, whether light or heavy, sent from India to the United Kingdom, or *vice versa*, travel by sea *via* Gibraltar, and the period of transit is, therefore, something over a week longer than in the case of letters.

With reference to insured parcels, the Indian Post Office is not responsible for any loss or damage which may occur with respect to parcels despatched from India.

SPECIAL RULES REGARDING PARTICULAR COUNTRIES.

Compensation will be granted by the Post Office concerned for loss or damage sustained during transit in the case of uninsured parcels despatched to or from Austria, Germany, or Hungary, except when such loss or damage results from *sea risk*, *vis major*, or *own negligence of sender* in respect of packing, &c. Such compensation will in no case exceed Rs. 1-8 for each pound or fraction of that weight in the case of parcels sent from India, or three marks (or a florin and-a-half) for each 500 grammes or fraction of that weight, in the case of parcels sent to India, and will be paid to the sender, or, at his desire, to the addressee.

Attention is drawn to insurance *during transit in India* of all parcels containing coin, and of parcels containing bullion, precious stones, or jewels when addressed to countries other than the United Kingdom. Parcels addressed to countries other than the United Kingdom cannot be insured during transit *beyond* India.

The foregoing rules govern the exchange of parcels with Foreign Countries generally : for information regarding rates of postage, conditions, and special rules concerning parcels exchanged with particular Countries, reference should be made to the Foreign Parcel Post Schedule, and to the following clauses.

PARCELS FOR THE UNITED KINGDOM.

Parcels addressed to the United Kingdom are divided into two classes, *viz.*, (i) those not exceeding 11 lbs. in weight, and (ii) those exceeding 11 lbs. but not exceeding 50 lbs. in weight.

(i)—Parcels not exceeding 11 lbs. in weight are forwarded as mails to the British Post Office. These parcels are delivered by the Post Office, and the postage rate carries the parcels to destination.

(ii)—Parcels which exceed 11 lbs. but which do not exceed 50 lbs. (the maximum allowed) in weight are forwarded from India through the medium of the P. & O. S. N. Co., and are delivered at destination under arrangements made by that Company. Such parcels are delivered free of charge *within a radius of one mile from the Company's Head Office in London*; if addressed to any place *beyond* that radius, carrier's charges are levied from the addressees on delivery. Parcels thus forwarded through the P. & O. Co. cannot be insured during transit *beyond* India, but must, if they contain coin, &c., be insured *during transit in India*.

Note.—39 tolas are reckoned as the equivalent of 1 lb.

Parcels addressed to the United Kingdom and exceeding 11 lbs. in weight cannot be insured during transit *beyond* India, though, if they contain coin, &c., they must be insured *during transit in India*.

Parcels addressed to the United Kingdom and not exceeding 11 lbs. in weight can, under arrangements made with the British Post Office, be insured during transit to destination *except when they contain money*. If they contain *coin*, they must be insured during transit in India, but cannot be insured for transit beyond India : if they contain bullion, precious stones, or jewels, they *must* be insured to destination. Parcels not containing valuables, and not exceeding 11 lbs. in weight, may be insured to destination at the option of the sender.

Note 1.—The term "money" means and includes—

(*a*)—Coin of all kinds, whether or not current in the United Kingdom or elsewhere.

(*b*)—Notes of the Banks of England, Ireland or of any Bank of issue in the United Kingdom, and notes current in any Foreign State or British Possession.

(*c*)—Money orders, Postal orders, Postage stamps or other Revenue stamps.

(*d*)—Exchequer bills, bank post bills, bills of exchange, promissory notes, cheques, and all orders and authorities for the payment of money, whether negotiable or not.

(*e*)—Bonds, coupons, and securities for money, whether negotiable or not.

Note 2.—The term "jewels" includes articles made wholly or partly of gold or silver, but not electro or other plated goods or gold or silver lace or embroidery.

Insurance, at the rates quoted below, for parcels not exceeding 11 lbs. in weight, covers all risks by land (except risks arising out of highway robbery in Natives States in India), and all risks of transit by sea.

The charge for insurance to destination is as follows; prepayment of the fee *in cash* is compulsory :—

When the value declared does not exceed £5 ..... As. 6
For every additional £5 or fraction thereof up to the limit of £50..... „ 6

Insured parcels must be packed in the manner described :—Insured parcels must be securely packed in an outer covering of cloth, wax-cloth, wood or tin, and must bear seals at intervals not exceeding three inches along each line of sewing or join. All the seals must be of the same kind of wax, and must bear distinct impressions of the same device. The device must not be that of a current coin or merely a collection of straight, curved, or crossed lines.

Parcels intended for insurance must be presented at the Post Office window with the usual customs declaration prescribed for ordinary foreign parcels. and also with the prescribed form of receipt for insured Foreign parcels.

Compensation, not exceeding the insured value, will be granted to the sender of an insured parcel for any actual loss occurring during transit, except in the cases described below.

The excepted cases are as follows :—

(*a*)—Misdelivery arising out of incorrectness or incompleteness of the address written by the sender.

(*b*)—Fraud or wrong or incomplete declaration on the part of the sender, and failure or omission on the part of the sender to furnish in such declaration any particulars as to value, or description, or number that may be required.

(*c*)—When the sender or addressee does not give intimation of loss within three months from the date of posting.

(*d*)—When there is no visible damage to the cover or seals ; it being understood that the sender must so pack the parcel that its contents cannot be touched without visible damage, as aforesaid, being caused.

(*e*)—When the loss occurs through highway robbery in a Native State in India.

No compensation will be granted in respect of damage as distinguished from loss) to a parcel containing—

(*f*)—Liquids or semi-liquids.

(*g*)—Articles of an exceptionally fragile nature, or articles which from their nature cannot with reasonable safety be sent by post.

(*h*)—Perishable articles, where damage arises from natural decay, and the parcels are delivered without undue delay.

Claims for compensation must be made within three months of the date of posting and when the claim relates to damage, the parcel should be presented by the addressee for inspection as nearly as possible in the state in which it was delivered. When a parcel bears signs of injury, the addressee should call attention to the fact of such injury at the time of delivery, and, if possible, open the parcel in the presence of an officer of the Post Office. The decision of the Head of the Post Office as to all questions of compensation will be final.

If deemed fit, the contents of a lost or damaged parcel will be reinstated in place of pecuniary compensation. When compensation is given for loss of a parcel or for the loss of any article contained in a parcel, the right is reserved to retain and dispose of the missing parcel, or article if subsequent recovered. In no case will compensation be given for injury or damage consequential upon the loss, damage, or delay of a parcel or of any of its contents. Compensation may be refused for loss or damage on any ground on which a common carrier might in like case claim exemption from legal liability.

PARCELS FOR THE UNITED KINGDOM.

The British Post Office receives parcels for India if they do not exceed 11 lbs. in weight. Parcels above that weight are received by the Peninsular and Oriental Steam Navigation Company at its offices in London. The rules governing the despatch of parcels from the United Kingdom are published in the *British Post Office Guide*, and exhibited at every British Post Office; but enquiries in the United Kingdom should, in the case of parcels not exceeding 11lbs. in weight, be addressed to the Secretary. G. P. O., London, and enquiries regarding parcels above that weight should be addressed to the Peninsular and Oriental Steam Navigation Company, 122, Leadenhall Street, London, E. C.

The rates of postage (prepayment compulsory) for parcels forwarded to India are as follows, *viz.*:—

PARCELS FORWARDED BY THE BRITISH POST OFFICE.

	s.	*d.*
For the first pound or fraction thereof	1	0
For each subsequent pound or fraction of a pound (up to the limit of 11lbs.).....	0	8

PARCELS FORWARDED THROUGH THE P. & O. S. N. CO.

	s.	*d.*
For each pound or fraction of a pound (up to the limit of 50lbs.).....	1	0

Books despatched through the Peninsular and Oriental Steam Navigation Company to India are chargeable with postage at the rate of six pence per pound. Books sent through the British Post Office as parcels must be prepaid at the rates applicable to ordinary parcels.

Parcels containing jewellery, gold, silver, watches, or precious stones, despatched through the Peninsular and Oriental Steam Navigation Company, are liable to an extra *ad valorem* rate of 1*s.* per £5 of value. On such parcels the *ad valorem* rate (as well as the postage) must be prepaid.

Parcels despatched by the British Post Office may, except when they contain money, be insured to destination in India at a charge of six pence per £5 of value up to the limit of £50. Parcels containing money cannot be insured. The rules regarding the insurance of parcels despatched from the United Kingdom will be found in the *British Post Office Guide*.

Parcels despatched through the Peninsular and Oriental Steam Navigation Company may, *at the option of the senders*, be insured in London to destination in India) at a charge of 1*s.* per £5 of value.

The Indian Post Office is not responsible for any loss or damage which may occur with respect to uninsured parcels despatched to India.

FIXED STAMP DUTIES.

SCHEDULE 1.

DESCRIPTION OF INSTRUMENT.	PROPER STAMP DUTY.
1. *Acknowledgment* of a debt exceeding twenty rupees in amount or value, written or signed by or on behalf of a debtor in order to supply evidence of such debt in any book (other than a banker's pass-book), or on a separate piece of paper when such book or paper is left in the creditor's possession	One Anna
2. *Administration-Bond.* The same duty as a Security-Bond (No. 14)	
Adoption Deed—See Instrument, No. 38.	
3. *Affidavit* or declaration in writing on oath or affirmation made before a person authorised by law to administer an oath .. .. See Exemptions, Schedule II. (No. 1).	One Rupee.
4. *Agreement to Lease.*	The same duty as a Lease (No. 39).
5. *Agreement or Memorandum of an Agreement*—	
(a) If relating to the sale of any Government Security, share in a Co. or Association, or Bill of Exchange	One Anna.
(b) Whereby the owner or occupier of land in a village in the Bombay Presidency agrees to relinquish his rights therein to the Government and to accept rights in other land in exchange for the rights so relinquished ...	Four Annas.
(c) If not otherwise provided for by this Act See Exemptions, Schedule II. (No. 2).	Eight Annas.
6. *Appointment,* in execution of a power, whether of trustees or of property, moveable or immoveable, where made by any writing not being a Will	Fifteen Rupees.
7. *Appraisement* or valuation made otherwise than under an order of the Court in the course of a suit See Exemptions, Schedule II. (Nos. 3 and 4).	The same duty as an Award (No. 10.)
Apprenticeship-Deed—see Instrument, No. 31.	
8. *Articles of Association of a Company*	Twenty-five Rs.
9. *Articles of Clerkship* or contract whereby any person first becomes bound to serve as a clerk in order to his admission as an Attorney in any High Court ..	Two hundred and fifty Rupees.
Assignment—see Conveyance No. 21 and Transfer No 60.	
Authority to Adopt—see Instrument, No. 38.	
10. *Award,* that is to say, any decision in writing an arbitrator or umpire on a reference made otherwise than by an order of the Court in the course of a suit—	
(a) Where the amount or value of the property to	

which the award relates as set forth in such award does not exceed Rs. 1,000.. .. The same duty as a Bond (No. 13) for such amount.

(b) In any other case .. .. Five Rupees.

See Exemption, Schedule II. (No. 6.)

11. *Bill of Exchange or Promissory Note* not being a cheque, bond, bank-note or currency note—

(a) When payable on demand and the amount exceeds Rs. 20 .. .. One Anna.

(b) When payable otherwise than on demand, but not more than one year after date or sight :

	If drawn singly.	If drawn in set of 2 for each part of the set.		If drawn in set of 3 for each part of the set.	
	Rs.	Rs.	a.	Rs.	a.
If the amount of the bill or note does not exceed	200	0	2	0	1
If it exceeds 200 and does not exceed	400	0	4	0	2
Ditto 400 ditto	600	0	6	0	3
Ditto 600 ditto	1,000	0	10	0	5
Ditto 1,000 ditto	1,200	0	12	0	6
Ditto 1,200 ditto	1,600	1	0	0	8
Ditto 1,600 ditto	2,500	1	8	0	12
For every Rs. 2,500 or part thereof in excess of Rs. 2,500 up to Rs. 10,000		1	8	0	12
For every Rs. 5,000 or part thereof in excess of Rs. 10,000 up to Rs. 30,000..		3	0	1	8
And for every Rs. 10,000 or part thereof in excess of Rs. 30,000		6	0	3	0

	0	2	0	1	0	1
	0	4	0	2	0	2
	0	6	0	3	0	2
	0	10	0	5	0	4
	0	12	0	6	0	4
	1	0	0	8	0	6
	1	8	0	12	0	8
	1	8	0	12	0	8
	3	0	1	8	1	0
	6	0	3	0	2	0

(c) When payable at more than one year after date or sight .. ..The same duty as a Bond (No. 13) for the amount of such bill or note.

12. *Bill of Lading* .. .. Four Annas.

See Exemption, Schedule II. (No. 7).

If a Bill of Lading is drawn in parts, the proper stamp therefor must be borne by each one of the set.

13. *Bond* (not otherwise provided for by this Act)—

See Administration-Bond (No. 2), Customs-Bond (No. 24), Indemnity-Bond (No. 28), and Security-Bond (No. 14).

When the amount or value secured does not exceed Rs. 10 .. .. Two Annas.

When such amount or value exceeds Rs. 10, but does not exceed Rs. 50 .. .. Four Annas.

When such amount or value exceeds Rs. 50, but does not exceed Rs. 100 .. .. Eight Annas.

And for every Rs. 100 or part thereof in excess of Rs. 100 up to Rs. 1,000. .. .. .. Eight Annas.

And for every Rs. 500 or part thereof in excess of Rs. 1,000 .. .. Two Rupee Eight Annas.

See Exemptions, Schedule II. (No. 8).

14. *Bond or Mortgage-Deed*, executed by way of security for the due execution of an office, or to account for money received by virtue thereof—

(a) When the amount secured does not exceed Rs. 1,000 .. .. The same duty as a Bond (No. 13).

(b) In any other case.. .. .. .. Five Rupees.

See Exemptions, Schedule II. (Nos. 8 and 12).

15. *Bottomry-Bond*, that is to say, any instrument whereby the master of a sea-going ship borrows money on the security of the ship to enable him to preserve the ship or prosecute her voyage .. .. .. The same duty as a Bond (No. 13).

16. *Certificate of Sale*, granted to the purchaser of any property sold by public auction, by a Civil or Revenue Court, or Collector or other Revenue-officer.. The same duty as a Conveyance (No. 21), for a consideration equal to the amount of the purchase-money.

17. *Certificate or other Document* evidencing the right or title of the holder thereof, or any other person, either to any shares, scrip or stock in or of any Company or Association, or to become proprietor of shares, scrip or stock in or of any Company or Association .. One Anna.

18. *Charter-party*, that is to say, any instrument (except an agreement for the hire of a tug-steamer) whereby a vessel or some specified principal part thereof is let for the specified purposes of the charterer .. One Rupee.

19. *Cheque*, for an amount exceeding twenty Rupees. One Anna.

20. *Composition-Deed*, that is to say, any instrument executed by a debtor whereby he conveys his property for the benefit of his creditors, or whereby payment of a composition or dividend on their debts is secured to the creditors, or whereby provision is made for the continuance of the debtor's business, under the supervision of inspectors or under letters of license, for the benefit of his creditors .. .. Ten Rupees.

21. *Conveyance*, not being a *Transfer* mentioned in No. 60—

When the amount of the consideration for such conveyance as set forth therein does not exceed Rs. 50 .... Eight Annas.

When it exceeds Rs. 50, but does not exceed Rs. 100 .. One Rupee.

For every Rs. 100 or part thereof in excess of Rs. 100 up to Rs. 1,000 .. .. One Rupee.

And for every Rs. 500 or part thereof in excess of Rs. 1,000 .. .. Five Rupees.

See Exemptions, Schedule II. (Nos. 5 and 17).

Co-Partnership—see Instrument, No. 32.

22. *Copy or Extract*, certified to be a true copy or extract by, or by order of, any public officer, and not chargeable under the law for the time being in force relating to Court-fees—

(a) If the original was not chargeable with duty, or if the duty with which it was chargeable does not exceed one rupee .. .. Eight Annas.

(b) In any other case .. .. One Rupee.
See Exemptions, Schedule II. (Nos 9 and 10).

23. *Counterpart or Duplicate* of any instrument chargeable with duty, and in respect of which the proper duty has been paid—

(a) If the duty with which the original instrument is chargeable does not exceed one rupee .. .. The same duty as is payable on the original.

(b) In any other case.. .. .. .. One Rupee.

24. *Customs-Bond* .. .. The same duty as a Security-Bond (No. 14).

25. *Declaration of any Trust* of or concerning any property when made by any writing not being a Will .. Fifteen Rupees.

26. *Delivery Order in Respect of Goods*, that is to say, any instrument entitling any person therein named, or his assigns, or the holder thereof, to the delivery of any goods lying in any dock or port, or in any warehouse in which goods are stored or deposited on rent or hire, or upon any wharf, such instrument being signed by or on behalf of the owner of such goods, upon the sale or transfer of the property therein, when such goods exceed in value twenty rupees .. .. One Anna.

Deposit of Title-Deeds—see Instrument, No. 29.

Dissolution of Partnership—see Instrument, No. 33.

Duplicate—see Counterpart, No. 23.

27. *Entry as an Advocate, Vakil, or Attorney on the Roll of any High Court* in exercise of powers conferred on such Court by Letters Patent—

In the case of an Advocate or Vakil .. .. Five hundred Rs,

In the case of an Attorney .. .. .. Two hundred and fifty Rupees.
See Exemption, Schedule II. (No. 11).

Exchange—see Instrument, No. 35.

Extract—see Copy, No. 22.

Further Charge—see Instrument, No. 30.

Gift—see Instrument, No. 36.

28. *Indemnity-Bond* .. .. The same duty as a Security-Bond (No. 14.)

Inspectorship-Deed—see Composition-deed, No. 20.

29. *Instrument evidencing an Agreement to secure the Repayment of a Loan* made upon the deposit of title-deeds or other valuable security; or upon the hypothecation of moveable property—

(a) When such loan is repayable more than three months, but not more than one year, from the date of such instrument .. .. The same duty as a Bill of Exchange (No. 11 [*b*]) for the amount secured.

(b) When such loan is repayable not more than three months from the date of such instrument .. Half the duty payable on a Bill of Exchange (No. 11 [*b*]) for the amount secured.

30. *Instrument imposing a further charge on Mortgaged Property*—

(a) When the original mortgage is one of the description referred to in No. 44, clause (*a*), of this schedule .. .. The same duty as a Conveyance No. 21) for a consideration equal to the amount secured by such instrument

(b) When such mortgage is one of the description referred to in No. 44, clause (*b*), of this schedule .. The same duty as a Bond (No. 13) for the amount secured by such instrument.

31. *Instrument of Apprenticeship*, including every writing relating to the service or tuition of any apprentice, clerk or servant, placed with any master to learn any profession, trade or employment, except Articles of Clerkship (No. 9 of this schedule) .. .. .. Five Rupees.

See Exemptions, Schedule II. (No. 12 [*c*]).

32. *Instrument of Co-partnership*. .. .. Ten Rupees.

33. *Instrument of Dissolution of Partnership* .. Five Rupees.

34. *Instrument of Divorce*, that is to say, any instrument by which any person effects the dissolution of his marriage .. .. One Rupee.

35. *Instrument of Exchange* of any property .. The same duty as a Conveyance (No. 21) for a consideration equal to the value of the property of greater value as set forth in such instrument.

36. *Instrument of Gift (other than a Settlement or Will)* .. .. The same duty as a Conveyance (No. 21) for a consideration equal to the value of the property as set forth in such instrument.

37. *Instrument of Partition* .. .. .. The same duty as a Bond (No. 13) for the amount of he value of the property divided as set forth in such instrument.

38. *Instrument (other than a Will) conferring or purporting to confer an authority to adopt*.. .. Ten Rupees.

Insurance—see Policy, No. 49.

39. *Lease*—See Agreement to lease (No. 4).

See Exemptions, Schedule II. (No. 13).

(a) Whereby such lease the rent is fixed and no premium is paid or delivered and such lease purports to be for a term of less than one year .. .. The same duty as a Bond (No. 13) for the whole amount payable or deliverable under such lease.

Of not less than one year but not more than three years.. .. .. The same duty as a Bond (No. 13) for the average annual rent reserved.

Exceeding three years .. .. The same duty as a Conveyance (No. 21) for a consideration equal to the amount or value of the average annual rent reserved.

(b) Whereby such lease the rent is fixed and no premium is paid or delivered, and such lease does not purport to be for any definite term. .. .. The same duty as a Conveyance (No. 21) for a consideration equal to the amount or value of the average annual rent which would be paid or delivered for the first ten years if the lease continued so long.

(c) Where the lease is granted for a fine or premium and where no rent is reserved .. .. .. The same duty as a Conveyance (No. 21) for a consideration equal to the amount or value of such fine or premium as set forth in the lease.

(d) Where the lease is granted for a fine or premium in addition to rent reserved .. .. .. The same duty as a Conveyance (No. 21) for a consideration equal to the amount or value of such fine or premium as set forth in the lease in addition to the duty which would have been payable on such lease if no fine or premium had been paid or delivered: Provided that, when an agreement to lease is stamped with the *ad valorem* stamp required for a lease, and a lease in pursuance of such agreement is subsequently executed, the duty on such lease shall not exceed eight annas.

40. *Letter of Allotment of Shares* in any Company, or proposed Company, or in respect of any loan to be raised by any Company or proposed Company .. One Anna.

41. *Letter of Credit*, that is to say, any instrument by which one person authorises another to give credit to the person in whose favour it is drawn .. .. One Anna.

42. *Letter of License*, that is to say, any agreement between a debtor and his creditors that the latter shall, for a specified time, suspend their claims and allow the debtor to carry on business at his own discretion .. Ten Rupees.

43. *Memorandum of Association of a Company* .. Fifteen Rupees.

44. *Mortgage-Deed* not provided for by No. 14, No. 15, No. 29 or No. 55 of this Schedule—

(a) When at the time of execution possession of the property or any part of the property comprised in such deed is given by the mortgagor or agreed to be given .. .. The same duty as a Conveyance (No. 21) for a consideration equal to the amount secured by such deed.

(b) When at the time of execution possession is not given or agreed to be given as aforesaid .. .. The same duty as a Bond (No. 13) for the amount secured by such deed.

See Exemptions, Schedule II., No. 12 and No. 14 (*b*).

45. *Notarial Act*, that is to say, any instrument, endorsement, note, attestation, certificate, or entry made or signed by a Notary Public in the execution of duties of his office, or by any other person lawfully acting as a Notary Public.. .. .. .. One Rupee.

46. *Note or Memorandum* sent by a Broker or Agent to his principal, intimating the purchase or sale on account of such principal of any goods, stock or marketable security exceeding in value twenty rupees .. One Anna.

47. *Note of Protest by the Master of a Ship.* .. Eight Annas.

Partition—see Instrument, No. 37.

Partnership—see Instrument, Nos. 32 and 33.

48. *Petition for Leave to file a Specification of an Invention*, or for the extension of the term of the exclusive privilege of making or using or selling such invention in India .. .. One hundred Rs.

19. *Policy of Insurance*—

(a) In the case of Sea Insurance—

	If drawn singly.	If drawn in duplicate, for each part.
	As.	As.
When the amount insured does not exceed Rs. 1,000	4	2
And for every further sum of Rs. 1,000 or part thereof in excess of Rs. 1,000 .. .	4	2

(b) In the case of Fire Insurance— As.

i. In respect of an original policy for a month or any shorter term—
When the amount insured does not exceed Rs. 1,000 2
And for every further sum of Rs. 1,000 or part thereof in excess of Rs. 1,000 ... 2

ii. In respect of an original policy for more than one month, but not more than three months—
When the amount insured does not exceed Rs. 1,000 3
And for every further sum of Rs. 1,000 or part thereof in excess of Rs. 1,000 .. 3

iii. In respect of an original policy for more than three months, but not more than six months—
When the amount insured does not exceed Rs. 1,000 4
And for every further sum of Rs. 1,000 or part thereof in excess of Rs. 1,000 ... 4

iv. In respect of an original policy for a longer term than six months—
When the amount insured does not exceed Rs. 1,000 6
And for every further sum of Rs. 1,000 or part thereof in excess of Rs. 1,00 ... 6

v. In respect of renewing for the purpose of keeping in force a policy which has been granted for six months or any shorter term and in respect of which, and of the previous renewal whereof (if any), there has not already been paid the duty which would have been chargeable if the policy had originally been granted for a longer term than six months ... ..The same duty as would be payable in respect of an original policy for the amount and term to which the renewal extends; or the excess of the duty which would have been chargeable if the policy had originally been granted for a longer term than six months, over the duty already paid in respect of the policy, and of the previous renewal thereof (if any); whichever is the smaller sum.

	If drawn singly.	If drawn in duplicate for each part.
(c) In the case of any other Insurance—	As.	As.
When the amount insured does not exceed Rs. 1,000	6	3
And for every further sum of Rs. 1,000 or part thereof in excess of Rs. 1,000	6	3

See Exemption, Schedule [IL] No. 14 *(a.)*

50. *Powers of Attorney*, not being a *Proxy* chargeable under No. 51—

(a) When executed for the sole purpose of procuring the presentation of one or more documents for registration in relation to a single transaction .. Eight Annas.

(b) When authorising one person or more to act in a single transaction other than that mentioned in *(a)* .. One Rupee.

(c) When authorising not more than five persons to act jointly and severally in more than one transaction or generally .. .. Five Rupees.

(d) When authorising more than five but not more than ten persons to act jointly and severally in more than one transaction or generally .. .. Ten Rupees.

(e) In any other case .. .. One Rupee for each person authorised.

Explanation.—For the purposes of this number more persons than one when belonging to the same firm shall be deemed to be one person.

Promissory Note—See Bill of Exchange, No. 11.

Protest, that is to say, any declaration in writing made by a Notary Public, or other person lawfully acting as such, attesting the dishonour of a bill of exchange or promissory note.

See Notarial Act, No. 45.

Protest by the Master of a Ship, that is to say, any declaration of the particulars of her voyage drawn up by him with a view to the adjustment of losses or the calculation of averages, and every declaration in writing made by him against charterers or the consignees for not loading or unloading the ship, when such declaration is attested or certified by a Notary Public or other person lawfully acting as such.

See Notarial Act, No. 45.

51. *Proxy* empowering any person to vote at any one meeting of—

(a) Members of a Company whose stock or funds is or are divided into shares and transferable .. One Anna.

(b) Municipal Commissioners .. .. .. One Anna.

(c) Proprietors, Members or Contributors to the funds of any Institution .. .. One Anna.

52. *Receipt for any Money or other Property the amount or value of which exceeds twenty Rupees* .. One Anna.

See Exemptions, Schedule II. (No. 15).

53. *Re-Conveyance of Mortgaged Property*—

(a) If the consideration for which the property was mortgaged does not exceed Rs. 1,000 .. .. The same duty as a Conveyance (No. 21) for the amount of such consideration as set forth in the re-conveyance.

(b) In any other case .. .. Ten Rupees.

54. *Release*, that is to say, any instrument whereby a person renounces a claim upon another person or against any specified property—

(a) If the amount of value of the claim does not exceed Rs. 1,000 .. .. The same duty as a Bond (No. 13) for such amount or value as set forth in the release.

(b) In any other case .. .. Five Rupees.

55. *Respondent a Bond*, that is to say, any instrument securing a loan on the cargo laden or to be laden on board a ship and making repayment contingent on the arrival of the cargo at the port of destination .. The same duty as a Bond (No. 13).

56. *Revocation of any Trust* of or concerning any property by any instrument other than a will .. Ten Rupees.

57. *Settlement*.. .. .. The same duty as a bond (No. 13) for a sum equal to the amount or value of the property settled as set forth in such settlement.

58. *Shipping-Order* for or relating to the conveyance of goods on board of any vessel .. .. .. One Anna.

Specification—see Petition, No. 48.

59. *Surrender of Lease*—

See Exemption, Schedule II. (No. 16).

(a) When the duty with which the lease is chargeable does not exceed five rupees .. .. .. The duty with which such lease is chargeable.

(b) In any other case.. .. .. .. Five Rupees.

60. *Transfer*.—See Exemption, Schedule II. (No. 17).

(a) Of shares in a Company or Association .. One-quarter of the duty payable on a Conveyance (No. 21).

(b) Of any interest secured by a Bond, Lease, Mortgage-deed or Policy of Insurance—

1. If the duty on such Bond, Lease, Mortgage-deed or Policy does not exceed five rupees .. .. The duty with which such Bond, Lease, Mortgage-deed or Policy of Insurance is chargeable.

2. In any other case .. .. Five Rupees.

(c) Of any property under the Administrator-General's Act, 1874, section 31 .. .. .. Ten Rupees.

(d) Of any trust-property from one trustee to another trustee without consideration .. .. Five Rupees.

Trust—see Declaration, No. 25. Revocation, No. 56.

Valuation—see Appraisement, No. 7.

61. *Warrant for Goods*, that is to say, any instrument evidencing the title of any person therein named, or his assigns, or the holder thereof, to the property in any goods lying in or upon any dock, warehouse or wharf, such instrument being signed or certified by or on behalf of the person in whose custody such goods may be.. .. .. Four Annas.

SCHEDULE II.

Instruments exempted from Stamp-duty.

1. Affidavit or declaration in writing when made—

(a) as a condition of enlistment under the Indian Articles of War;

(b) for the immediate purpose of being filed or used in any Court or before the officer of any Court; or

(c) for the sole purpose of enabling any person to receive any pension or charitable allowance.

2. Agreement or memorandum of agreement—

(*a*) executed under Section 35 of the Indian Emigration Act, 1883.

(*b*) for imposing a tax and income derived from sources other than agriculture.

(*c*) for or relating to the sale of goods or merchandise exclusively, not being a note or memorandum chargeable under No. 46 of schedule I. ;

(*d*) for service in British Burma under the Chief Commissioner of that Province entered into between Natives of India emigrating to British Burma and the Superintendent of State Emigration, or other Government officer acting as representative of the said Chief Commissioner ;

(*e*) furnished to or made into or entered into with Executive Commissariat Officers by Contractors, and also on all declarations or agreements by which a tender made to an Executive Commissariat Officer is accepted as a contract, when the deposit of such Contractor as security for his contract is made in Government of India Loan Notes or in cash.

(*f*) furnished to or made or entered into with the Ordnance Department by Contractors for the due performance of their contract.

(*g*) made by ryots for the cultivation of the poppy for Government ;

(*h*) made in the form of tenders to the Government of India for or relating to any loan ;

(*i*) made regarding the occupancy of land denoted by a survey-number, and the payment of revenue therefor, under Bombay Act I. of 1865 ;

(*j*) made under the European Vagrancy Act, 1874, section 17.

(*k*) passed by Commissariat Contractor's when their security deposits are transferred to a Saving Bank.

(*l*) respecting the occupancy of land, whether surveyed or not and the payment of the land revenue therefor under the Bombay Land Revenue Code, 1879, Bombay Act No. V. of 1879, or any other rules made thereunder.

(*m*) with Railway Companies or Administrations which purport to limit the obligations or responsibilities of such Railway Companies or administrations as carriers under the Indian Contract Act, 1872, Sections 151 and 161, and are in a form approved by the Governor-General in Council under Section 10 of the Indian Railway Act, 1879.

3. Appraisement or valuation made for the information of one party only, and not being in any manner obligatory between parties either by agreement or operation of law.

4. Appraisement of crops for the purpose of ascertaining the amount to be given to a landlord as rent.

5. Assignment of copyright by entry made under Act No. XX. of 1847, section 5.

6. Award under Bombay Act VI. of 1873, section 81, or Bombay Act III. of 1874, section 18.

7. Bills of Exchange drawn quarterly by the Government of Portuguese India for the money payable to that Government under Article XV. of the Anglo-Portuguese Treaty.

8. Bill of Lading—

(*a*) when the goods therein described are received at a place within the limits of any port as defined under the Indian Ports Act, 1875, and are to be delivered at another place within the limits of the same port.

(*b*) executed out of British India and relating to property to be delivered in British India.

9. Bond when executed by—

(*a*) the sureties of middlemen (lambardars or khattadars) taking advances for the cultivation of the poppy for Government ;

(*b*) headmen nominated under rules framed in accordance with

Bengal Act III. of 1876, section 99, for the due performance of their duties under that Act ;

(*c*) any person for the purpose of guaranteeing that the local income derived from private subscriptions to a charitable dispensary or hospital or any other object of public utility shall not be less than a specified sum per mensem.

10. Copy of any paper which a public officer is expressly required by law to make or furnish for record in any public office or for any public purpose.

11. Copy of registration of emigrants furnished under section 27 or section 29 of the Indian Emigration Act, 1871.

12. Entry—

(*a*) of an advocate, vakil or attorney on the roll of any High Court, when he has previously been enrolled in a High Court established by Royal Charter :

(*b*) on the roll of any High Court, as an attorney, or an articled clerk bound as such, before this Act comes into force.

13. Instruments—

(*a*) executed by persons taking advances under the Land Improvement Act, 1871, or by their sureties, as security for the repayment of such advances ;

(*b*) executed by officers of Government or their sureties to secure the due execution of an office, or the due accounting for money received by virtue thereof ;

(*c*) of apprenticeship executed by a Magistrate under Act XIX. of 1850, or by which a person is apprenticed by or at the charge of any public charity.

14. Leases and Counterparts—

(*a*) Leases of fisheries granted under the Burma Fisheries Act, 1875 ;

(*b*) Lease executed in the case of a cultivator without the payment or delivery of any fine or premium, when a definite term is expressed, and such term does not exceed one year, or when the annual rent reserved does not exceed 100 rupees ;

(*c*) Counterpart of any lease granted to a cultivator.

15. Letter—

(*a*) of cover or engagement to issue a policy of insurance :

Provided that, unless such letter or engagement bear the stamp prescribed by this Act, for such policy, nothing shall be claimable thereunder, nor shall it be available for any purpose except to compel the delivery of the policy therein mentioned.

(*b*) of hypothecation accompanying a bill of exchange.

16. Receipt—

(*a*) endorsed on or contained in any instrument duly stamped, or exempted under this schedule, No. 18, acknowledging the receipt of the consideration-money therein expressed, or the receipt of any principal-money, interest or annuity, or other periodical payment thereby secured ;

(*b*) for any payment of money without consideration ;

(*c*) for any payment of rent by a cultivator on account of land assessed to Government revenue, or (in the Presidencies of Fort St. George and Bombay) of inam lands ;

(*d*) for pay by non-commissioned officers or soldiers of Her Majesty's Army, or Her Majesty's Indian Army, when serving in such capacity ;

(*e*) for pensions or allowances by persons receiving such pensions or allowances in respect of their service as such non-commissioned officers or soldiers, and not serving the Government in any other capacity ;

(*f*) given by holders of family-certificates in cases where the person from whose pay or allowances the sum comprised in the receipt has

been assigned is a non-commissioned officer or soldier of either of the said armies and serving in such capacity ;

(*g*) given by a headman or lambardar for land-revenue or taxes collected by him ;

(*h*) given for money or securities for money deposited in the hands of any banker, to be accounted for :

Provided the same be not expressed to be received of, or by the hands of, any other than the person to whom the same is to be accounted for ;

Provided, also, that this exemption shall not extend to a receipt or acknowledgment for any sum paid or deposited for or upon a letter of allotment of a share, or in respect of a call upon any scrip or share, of or in any Company or Association, or proposed or intended Company or Association.

17. Surrender of lease when such lease is exempted from duty.

18. Transfers by endorsement—

(*a*) of a bill of exchange, cheque or promissory-note ;
(*b*) of a bill of lading ;
(*c*) of a policy of insurance ;
(*d*) of mortgages of rates and taxes authorised by any Act for the time being in force in British India ;
(*e*) of securities of the Government of India ;
(*f*) of a warrant for goods (No. 61 of Schedule I.)

General Exemption.

19. Any instrument executed by, or on behalf of, or in favour of Government in cases where, but for this exemption, the Government would be liable to pay the duty chargeable in respect of such instrument.

DISCOUNT TABLES.

Showing the amount of discount at various rates on sums under a Pound and Rupees ten.

English Money.												Indian Money.											
—		5%		10%		15%		20%		25%		—		5%		10%		15%		20%		25%	
s.	*d.*	*s.*	*d*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*R.*	*a.p.*	*R.*	*a.p.*	*R.*	*a.p.*	*R.*	*a.p.*	*R.*	*a.p.*	*R.*	*a. p.*
0	5	0	$0\frac{1}{4}$	0	$0\frac{1}{2}$	0	$0\frac{3}{4}$	0	1	0	$1\frac{1}{4}$	0	3 4	0	0 2	0	0 4	0	0 6	0	0 8	0	0 10
0	10	0	$0\frac{1}{2}$	0	1	0	$1\frac{1}{2}$	0	2	0	$2\frac{1}{2}$	0	6 8	0	0 4	0	0 8	0	1 0	0	1 4	0	1 8
1	3	0	$0\frac{3}{4}$	0	$1\frac{1}{2}$	0	$2\frac{1}{4}$	0	3	0	$3\frac{3}{4}$	0	10 0	0	0 6	0	1 0	0	1 6	0	2 0	0	2 6
1	8	0	1	0	2	0	3	0	4	0	5	0	13 4	0	0 8	0	1 4	0	2 0	0	2 8	0	3 4
2	1	0	$1\frac{1}{4}$	0	$2\frac{1}{2}$	0	$3\frac{3}{4}$	0	5	0	$6\frac{1}{4}$	1	0 8	0	1 0	0	1 8	0	2 6	0	3 4	0	4 2
2	6	0	$1\frac{1}{2}$	0	3	0	$4\frac{1}{2}$	0	6	0	$7\frac{1}{2}$	1	4 0	0	1 0	0	2 0	0	3 0	0	4 0	0	5 0
2	11	0	$1\frac{3}{4}$	0	$3\frac{1}{2}$	0	$5\frac{1}{4}$	0	7	0	$8\frac{3}{4}$	1	7 4	0	1 2	0	2 4	0	3 6	0	4 8	0	5 10
3	9	0	$2\frac{1}{4}$	0	$4\frac{1}{2}$	0	$6\frac{3}{4}$	0	9	0	$10\frac{1}{2}$	1	14 0	0	1 6	0	3 0	0	4 6	0	6 0	0	7 6
4	2	0	$2\frac{1}{2}$	0	5	0	$7\frac{1}{2}$	0	10	1	$0\frac{1}{2}$	2	1 4	0	1 8	0	3 4	0	5 0	0	6 8	0	8 4
4	7	0	$2\frac{3}{4}$	0	$5\frac{1}{2}$	0	$8\frac{1}{4}$	0	11	1	$1\frac{3}{4}$	2	4 8	0	1 10	0	3 8	0	5 6	0	7 4	0	9 0
5	0	0	3	0	6	0	9	1	0	1	3	2	8 0	0	2 0	0	4 0	0	6 0	0	8 0	0	10 8
5	10	0	$3\frac{1}{2}$	0	7	0	$10\frac{1}{2}$	1	2	1	$5\frac{1}{2}$	2	14 8	0	2 4	0	4 8	0	7 0	0	9 4	0	11 4
6	8	0	4	0	8	1	$1\frac{1}{2}$	1	4	1	8	3	5 4	0	2 8	0	5 4	0	8 0	0	10 8	0	13 0
7	6	0	$4\frac{1}{2}$	0	9	1	0	1	6	1	$10\frac{1}{2}$	3	12 0	0	3 0	0	6 0	0	9 0	0	12 0	0	15 8
8	4	0	5	0	10	1	3	1	8	2	1	4	2 8	0	3 4	0	6 8	0	10 0	0	13 4	1	0 4
9	2	0	$5\frac{1}{2}$	0	11	1	$4\frac{1}{2}$	1	10	2	$3\frac{1}{2}$	4	9 4	0	3 8	0	7 4	0	11 0	0	14 8	1	2 0
10	0	0	6	1	0	1	6	2	0	2	6	5	0 0	0	4 0	0	8 0	0	12 0	1	0 0	1	4 0
12	6	0	$7\frac{1}{2}$	1	3	1	$10\frac{1}{2}$	2	6	3	$1\frac{1}{2}$	6	4 0	0	5 0	0	10 0	0	15 0	1	4 0	1	9 0
15	0	0	9	1	6	2	3	3	0	3	9	7	8 0	0	6 0	0	12 0	1	2 0	1	8 0	1	14 0
17	6	0	$10\frac{1}{2}$	1	9	2	7	3	6	4	$4\frac{1}{2}$	8	12 0	0	7 0	0	14 0	1	5 0	1	12 0	2	3 0
20	0	1	0	2	0	3	0	4	0	5	0	10	0 0	0	8 0	1	0 0	1	8 0	2	0 0	2	8 0

INDIAN MONEY TABLE.

3 Pie	make	1 Pice	=	1½ Farthing.
4 Pice or 12 Pie	,,	1 Anna	=	1½ Pence.
16 Annas	,,	1 Rupee	=	2 Shillings.
16 Rupees	,,	1 Gold Mohur	=	£1-12.
1'00,000 Rupees	,,	1 Lac	=	£10,000.
100 Lacs	,,	1 Crore	=	£1,000,000.

FOREIGN COINS, WITH COMPARATIVE VALUES.

These rise and fall in their value according to their abundance or scarcity.

Countries.	Chief Coins.	English Commercial Value.		Intrinsic Value in India.		
		s.	*d.*	Rs	A.	P.
Austria	Florin	1	11	1	1	6
Belgium	Franc	0	9½	0	6	9
Brazil	Milrei	2	3	1	1	6
Buenos Ayres (Argentine Republic	Dollar	3	6		.....	
Canada	Dollar	4	2	2	4	0
China	Tael	6	6	3	9	0
Ditto	Dollar (varies)	4	6	2	9	0
Cuba	Dollar	4	2	2	4	0
Denmark	Rigsbank Dollar	2	3	1	2	11
Egypt	Piastre	0	2½	0	1	6
England	Shilling		.....	0	8	0
Ditto	Sovereign	20	0	10	4	4
France	Franc	0	9½	0	6	9
Ditto	Louis d'or	16	5	8	2	4
Germany, North	Thaler	2	11	1	9	0
Ditto	Florin	1	8	0	14	3
Greece	Drachma	0	8½	0	5	8
Ditto	5 Drachmes		.....	1	14	2
Holland	Florin	1	8	0	14	5
Italy	Lira	0	9½	0	6	0
Japan	Ichibu	1	4½		.....	
Java	Florin	1	8	0	14	5⅓
Mexico, Chili, Peru	Dollar (about)	4	2	2	4	0
Norway	Rix Dollar	4	6	2	5	11
Persia	Tomaun	10	0		.....	
Portugal	Milrei (about)	4		2	2	0
Roman States	Scudo	4		2	4	0
Russia	Rouble	3		1	11	0
Spain	Dollar	4	2	2	2	0
Ditto	Duro of 20 Reals		.....	2	3	5
Sweden	Rix Dollar		.....	2	6	1
Switzerland	Franc	0	9½	0	6	9
Turkey	Piastre (nearly)	0	2½	0	1	6
Uruguay	Dollar	3	6		.....	
U. S. of America	Dollar	4	2	2	2	0
West Indies, British	Dollar	4	2	2	2	v

FOREIGN MONEY

THE PARTICULAR SCHEDULE TO BE FOLLOWED

Schedule.	1	2	3	4	5	6	7	8	9
Amount.	At 2s. 0d.	At 1s.11¾d.	At 1s.11½d.	At 1s.11¼d.	At 1s. 11d.	At 1s.10¾d.	At 1s.10½d.	At 1s.10¼d.	At 1s. 10d.
£ s. d.	Rs. A.	Rs A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
1 0 0	10 0	10 2	10 4	10 5	10 7	10 9	10 11	10 13	10 15
2 0 0	20 0	20 3	20 7	20 10	20 14	21 2	21 5	21 9	21 13
3 0 0	30 0	30 5	30 10	31 0	31 5	31 10	32 0	32 6	32 12
4 0 0	40 0	40 7	40 14	41 5	41 12	42 3	42 11	43 2	43 10
5 0 0	50 0	50 9	51 1	51 10	52 3	52 12	53 5	53 15	54 9
6 0 0	60 0	60 10	61 5	61 15	62 10	63 5	64 0	64 12	65 7
7 0 0	70 0	70 12	71 8	72 4	73 1	73 14	74 11	75 8	76 6
8 0 0	80 0	80 14	81 11	82 9	83 8	84 6	85 5	86 5	87 4
9 0 0	90 0	90 15	91 15	92 15	93 15	94 15	96 0	97 1	98 3
10 0 0	100 0	101 1	102 2	103 4	104 6	105 8	106 11	107 14	109 2
1 0	0 8	0 8	0 8	0 8	0 8	0 9	0 9	0 9	0 9
2 0	1 0	1 0	1 0	1 1	1 1	1 1	1 1	1 1	1 2
3 0	1 8	1 8	1 9	1 9	1 9	1 9	1 10	1 10	1 10
4 0	2 0	2 0	2 1	2 1	2 2	2 2	2 2	2 3	2 3
5 0	2 8	2 9	2 9	2 9	2 10	2 10	2 11	2 11	2 12
6 0	3 0	3 1	3 1	3 2	3 2	3 3	3 3	3 4	3 4
7 0	3 8	3 9	3 9	3 10	3 11	3 11	3 12	3 13	3 13
8 0	4 0	4 1	4 1	4 2	4 3	4 4	4 4	4 5	4 6
9 0	4 8	4 9	4 10	4 10	4 11	4 12	4 13	4 14	4 15
10 0	5 0	5 1	5 2	5 3	5 4	5 5	5 5	5 6	5 7
11 0	5 8	5 9	5 10	5 11	5 12	5 13	5 14	5 15	6 0
12 0	6 0	6 1	6 2	6 3	6 4	6 5	6 7	6 8	6 9
13 0	6 8	6 9	6 10	6 11	6 13	6 14	6 15	7 0	7 2
14 0	7 0	7 1	7 3	7 4	7 5	7 6	7 8	7 9	7 10
15 0	7 8	7 9	7 11	7 12	7 13	7 15	8 0	8 2	8 3
16 0	8 0	8 1	8 3	8 4	8 6	8 7	8 9	8 10	8 12
17 0	8 8	8 10	8 11	8 13	8 14	9 0	9 1	9 3	9 4
18 0	9 0	9 2	9 3	9 5	9 6	9 8	9 10	9 11	9 13
19 0	9 8	9 10	9 11	9 13	9 15	10 0	10 2	10 4	10 6
1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1
2	0 1	0 1	0 1	0 2	0 2	0 2	0 2	0 2	0 2
3	0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 2
4	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
5	0 3	0 3	0 4	0 4	0 4	0 4	0 4	0 4	0 4
6	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4
7	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5
8	0 5	0 6	0 6	0 6	0 6	0 6	0 6	0 6	0 6
9	0 6	0 6	0 6	0 6	0 6	0 6	0 7	0 7	0 7
10	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7
11	0 7	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8

For illustration of the use of the

ORDER SCHEDULES.

WILL BE NOTIFIED FROM TIME TO TIME.

10	11	12	13	14	15	16	17	18	SCHEDULE.
At 1*s.* 9¾*d.*	At 1*s.* 9½*d*	At 1*s.* 9¼*d.*	At 1*s.* 9*d.*	At 1*s.* 8⅞*d.*	At 1*s.* 8½*d.*	At 1*s.* 8¼*d.*	At 1*s.* 8*d.*	At 1*s.* 7¾*d.*	Amount.
Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	£. *s.* *d.*
11 1	11 3	11 5	11 7	11 9	11 11	11 14	12 0	12 2	1 0 0
22 1	22 5	22 10	22 14	23 2	23 7	23 11	24 0	24 5	2 0 0
33 2	33 8	33 14	34 5	34 11	35 2	35 9	36 0	36 7	3 0 0
44 2	44 11	45 3	45 12	46 4	46 13	47 7	48 0	48 10	4 0 0
55 3	55 13	56 8	57 2	57 13	58 9	59 4	60 0	60 12	5 0 0
66 3	67 0	67 12	68 9	69 6	70 4	71 2	72 0	72 15	6 0 0
77 4	78 2	79 1	80 0	81 0	81 15	82 15	84 0	85 1	7 0 0
88 5	89 5	90 6	91 7	92 8	93 11	94 13	96 0	97 3	8 0 0
99 5	100 8	101 10	102 14	104 2	105 6	106 11	108 0	109 6	9 0 0
110 6	111 10	112 15	114 5	115 11	117 1	118 8	120 0	121 8	10 0 0
0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 10	0 10	1 0
1 2	1 2	1 2	1 2	1 3	1 3	1 3	1 3	1 3	2 0
1 11	1 11	1 11	1 12	1 12	1 12	1 12	1 13	1 13	3 0
2 3	2 4	2 4	2 5	2 5	2 5	2 6	2 6	2 7	4 0
2 12	2 13	2 13	2 14	2 14	2 15	2 15	3 0	3 1	5 0
3 5	3 6	3 6	3 7	3 8	3 8	3 9	3 10	3 10	6 0
3 14	3 15	3 15	4 0	4 1	4 2	4 2	4 3	4 4	7 0
4 7	4 8	4 8	4 9	4 10	4 11	4 12	4 13	4 14	8 0
5 0	5 0	5 1	5 2	5 3	5 4	5 5	5 6	5 7	9 0
5 8	5 9	5 10	5 12	5 13	5 14	5 15	6 0	6 1	10 0
6 1	6 2	6 4	6 5	6 6	6 7	6 8	6 10	6 11	11 0
6 10	6 11	6 13	6 14	6 15	7 0	7 2	7 3	7 5	12 0
7 3	7 4	7 6	7 7	7 8	7 10	7 11	7 13	7 14	13 0
7 12	7 13	7 15	8 0	8 2	8 3	8 5	8 6	8 8	14 0
8 5	8 6	8 8	8 9	8 11	8 12	8 14	9 0	9 2	15 0
8 13	8 15	9 1	9 2	9 4	9 6	9 8	9 10	9 12	16 0
9 6	9 8	9 10	9 12	9 13	9 15	10 1	10 3	10 5	17 0
9 15	10 1	10 3	10 5	10 7	10 9	10 11	10 13	10 15	18 0
10 8	10 10	10 12	10 14	11 0	11 2	11 4	11 6	11 9	19 0
0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	1
0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 2	2
0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 2	3
0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	4
0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	5
0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	6
0 5	0 5	0 5	0 5	0 6	0 5	0 6	0 6	0 6	7
0 6	0 6	0 6	0 6	0 6	0 6	0 6	0 6	0 6	8
0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	9
0 7	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	10
0 8	0 8	0 8	0 8	0 9	0 9	0 9	0 9	0 9	11

Schedule, see preceding clause.

FOREIGN MONEY

THE PARTICULAR SCHEDULE TO BE FOLLOWED

Schedule.	19	20	21	22	23	24	25	26
Amount.	At 1s. 7½d.	At 1s. 7¼d.	At 1s. 7d.	At 1s. 6¾d.	At 1s. 6½d.	At 1s. 6¼d.	At 1s. 6d.	At 1s. 5¾d.
£ s. d.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.
1 0 0	12 5	12 7	12 10	12 13	13 0	13 2	13 5	13 8
2 0 0	24 10	24 15	25 4	25 10	25 15	26 5	26 11	27 1
3 0 0	36 15	37 6	37 14	38 6	38 15	39 7	40 0	40 9
4 0 0	49 4	49 14	50 8	51 3	51 14	52 10	53 5	54 1
5 0 0	61 9	62 5	63 3	64 0	64 14	65 12	66 11	67 10
6 0 0	73 14	74 13	75 13	76 13	77 13	78 14	80 0	81 2
7 0 0	86 2	87 4	88 7	89 10	90 13	92 1	93 5	94 10
8 0 0	98 7	99 12	101 1	102 6	103 13	105 3	106 11	108 3
9 0 0	110 12	112 3	113 11	115 3	116 12	118 6	120 0	121 11
10 0 0	123 1	124 11	126 5	128 0	129 12	131 8	133 5	135 3
1 0	0 10	0 10	0 10	0 10	0 10	0 11	0 11	0 11
2 0	1 4	1 4	1 4	1 4	1 5	1 5	1 5	1 6
3 0	1 14	1 14	1 14	1 15	1 15	2 0	2 0	2 0
4 0	2 7	2 8	2 8	2 9	2 10	2 10	2 11	2 11
5 0	3 1	3 2	3 3	3 3	3 4	3 5	3 5	3 6
6 0	3 11	3 12	3 13	3 13	3 14	3 15	4 0	4 1
7 0	4 5	4 6	4 7	4 8	4 9	4 10	4 11	4 12
8 0	4 15	5 0	5 1	5 2	5 3	5 4	5 5	5 7
9 0	5 9	5 10	5 11	5 12	5 13	5 15	6 0	6 1
10 0	6 2	6 4	6 5	6 6	6 8	6 9	6 11	6 12
11 0	6 12	6 14	6 15	7 1	7 2	7 4	7 5	7 7
12 0	7 6	7 8	7 9	7 11	7 13	7 14	8 0	8 2
13 0	8 0	8 2	8 3	8 5	8 7	8 9	8 11	8 13
14 0	8 10	8 12	8 13	8 15	9 1	9 3	9 5	9 7
15 0	9 4	9 6	9 8	9 10	9 12	9 14	10 0	10 2
16 0	9 14	10 0	10 2	10 4	10 6	10 8	10 11	10 13
17 0	10 7	10 10	10 12	10 14	11 0	11 3	11 5	11 8
18 0	11 1	11 4	11 6	11 8	11 11	11 13	12 0	12 3
19 0	11 11	11 14	12 0	12 3	12 5	12 8	12 11	12 14
1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1
2	0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 2
3	0 2	0 2	0 3	0 3	0 3	0 3	0 3	0 4
4	0 3	0 3	0 3	0 3	0 3	0 4	0 4	0 3
5	0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 5
6	0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5
7	0 6	0 6	0 6	0 6	0 6	0 6	0 6	0 6
8	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7
9	0 7	0 7	0 8	0 8	0 8	0 8	0 8	0 8
10	0 8	0 8	0 8	0 9	0 9	0 9	0 9	0 9
11	0 9	0 9	0	0 9	0 10	0 10	0 10	0 10

For illustration of the use of the

ORDER SCHEDULES.

WILL BE NOTIFIED FROM TIME TO TIME.

27	28	29	30	31	32	33	34	SCHEDULE.
At 1*s.* 5½*d.*	At 1*s.* 5¼*d.*	At 1*s.* 5*d.*	At 1*s.* 4¾*d.*	At 1*s.* 4½*d.*	At 1*s.* 4¼*d.*	At 1*s.* 4*d.*	At 1*s.* 3¼*d*	Amount.
Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	£. *s.* *d.*
13 11	13 15	14 2	14 5	14 9	14 12	15 0	15 4	1 0 0
27 7	27 13	28 4	28 11	29 1	29 9	30 0	30 8	2 0 0
41 2	41 12	42 6	43 0	43 10	44 5	45 0	45 11	3 0 0
54 14	55 10	56 8	57 5	58 3	59 1	60 0	60 15	4 0 0
68 9	69 9	70 9	71 10	72 12	73 14	75 0	76 8	5 0 0
82 5	83 8	84 11	86 0	87 4	88 10	90 0	91 7	6 0 0
96 0	97 6	98 13	100 5	101 13	103 6	105 0	106 11	7 0 0
109 11	111 5	112 15	114 10	116 6	118 2	120 0	121 14	8 0 0
123 7	125 3	127 1	128 15	130 15	132 15	135 0	137 2	9 0 0
137 2	139 2	141 3	143 5	145 7	147 11	150 0	152 6	10 0 0
0 11	0 11	0 11	0 11	0 12	0 12	0 12	0 12	1 0
1 6	1 6	1 7	1 7	1 7	1 8	1 8	1 8	2 0
2 1	2 1	2 2	2 2	2 3	2 3	2 4	2 5	3 0
2 12	2 13	2 13	2 14	2 15	2 15	3 0	3 1	4 0
3 7	3 8	3 8	3 9	3 10	3 11	3 12	3 13	5 0
4 2	4 3	4 4	4 5	4 6	4 7	4 8	4 9	6 0
4 13	4 14	4 15	5 0	5 1	5 3	5 4	5 5	7 0
5 8	5 9	5 10	5 12	5 13	5 15	6 0	6 2	8 0
6 3	6 4	6 6	6 7	6 9	6 10	6 12	6 14	9 0
6 14	6 15	7 1	7 3	7 4	7 6	7 8	7 10	10 0
7 9	7 10	7 12	7 14	8 0	8 2	8 4	8 6	11 0
8 4	8 6	8 8	8 10	8 12	8 14	9 0	9 2	12 0
8 15	9 1	9 3	9 5	9 7	9 10	9 12	9 14	13 0
9 10	9 12	9 14	10 0	10 3	10 5	10 8	10 11	14 0
10 5	10 7	10 9	10 12	10 15	11 1	11 4	11 7	15 0
11 0	11 2	11 5	11 7	11 10	11 13	12 0	12 3	16 0
11 11	11 13	12 0	12 3	12 6	12 9	12 12	12 15	17 0
12 5	12 8	12 11	12 14	13 1	13 5	13 8	13 11	18 0
13 0	13 3	13 7	13 10	13 13	14 0	14 4	14 8	19 0
0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	1
0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 2	2
0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	3
0 4	0 4	0 4	0 4	0 4	0 4	0 4	0 4	4
0 5	0 5	0 5	0 5	0 5	0 5	0 5	0 5	5
0 5	0 6	0 6	0 6	0 6	0 6	0 6	0 6	6
0 6	0 6	0 7	0 7	0 7	0 7	0 7	0 7	7
0 7	0 7	0 8	0 8	0 8	0 8	0 8	0 8	8
0 8	0 8	0 8	0 9	0 9	0 9	0 9	0 9	9
0 9	0 9	0 9	0 10	0 10	0 10	0 10	0 10	10
0 10	0 10	0 10	0 11	0 11	0 11	0 11	0 11	11

Schedule see preceding clause.

FOREIGN MONEY

THE PARTICULAR SCHEDULE TO BE FOLLOWED

Schedule.	35	36	37	38	39	40	41	42
Amount.	At 1s. 3½d.	At 1s. 3¼d.	At 1s. 3d.	At 1s. 2¾d.	At 1s. 2½d.	At 1s. 2¼d	At 1s. 2d.	At 1s. 1¾d.
£. s. d.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.
1 0 0	15 8	15 12	16 0	16 4	16 9	16 13	17 2	17 7
2 0 0	30 15	31 8	32 0	32 9	33 2	33 11	34 5	34 15
3 0 0	46 7	47 3	48 0	48 13	49 10	50 8	51 7	52 6
4 0 0	61 15	62 15	64 0	65 1	66 3	67 6	68 9	69 43
5 0 0	77 7	78 11	80 0	81 6	82 12	84 3	85 11	87 4
6 0 0	92 14	91 7	96 0	97 10	99 5	101 1	102 14	104 12
7 0 0	108 6	110 3	112 0	113 14	115 14	117 14	120 0	122 3
8 0 0	123 14	125 14	128 0	130 3	132 7	134 12	137 2	139 10
9 0 0	139 6	141 10	144 0	146 7	148 15	151 9	154 5	157 1
10 0 0	154 13	157 6	160 0	162 11	165 8	168 7	171 7	174 9
1 0	0 12	0 13	0 13	0 13	0 13	0 13	0 14	0 14
2 0	1 9	1 9	1 10	1 10	1 10	1 11	1 11	1 12
3 0	2 5	2 6	2 6	2 7	2 8	2 8	2 9	2 10
4 0	3 2	3 2	3 3	3 4	3 5	3 6	3 7	3 8
5 0	3 14	3 15	4 0	4 1	4 2	4 3	4 5	4 6
6 0	4 10	4 12	4 13	4 14	4 15	5 1	5 2	5 4
7 0	5 7	5 8	5 10	5 11	5 13	5 14	6 0	6 2
8 0	6 3	6 5	6 6	6 8	6 10	6 12	6 14	7 0
9 0	6 15	7 1	7 3	7 5	7 7	7 9	7 11	7 14
10 0	7 12	7 14	8 0	8 2	8 4	8 7	8 9	8 12
11 0	8 8	8 10	8 13	8 15	9 2	9 4	9 7	9 10
12 0	9 5	9 7	9 10	9 12	9 15	10 2	10 5	10 8
13 0	10 1	10 4	10 6	10 9	10 12	10 15	11 2	11 6
14 0	10 13	11 0	11 3	11 6	11 9	11 13	12 0	12 3
15 0	11 10	11 13	12 0	12 3	12 7	12 10	12 14	13 1
16 0	12 6	12 9	12 13	13 0	13 4	13 8	13 11	13 15
17 0	13 3	13 6	13 10	13 13	14 1	14 5	14 9	14 13
18 0	13 15	14 3	14 6	14 10	14 14	15 3	15 7	15 11
19 0	14 11	14 15	15 3	15 7	15 12	16 0	16 5	16 9
1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1
2	0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 2
3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
4	0 4	0 4	0 4	0 4	0 4	0 4	0 5	0 5
5	0 5	0 5	0 5	0 5	0 6	0 6	0 6	0 6
6	0 6	0 6	0 6	0 7	0 7	0 7	0 7	0 7
7	0 7	0 7	0 7	0 8	0 8	0 8	0 8	0 8
8	0 8	0 8	0 9	0 9	0 9	0 9	0 9	0 9
9	0 9	0 9	0 10	0 10	0 10	0 10	0 10	0 10
10	0 10	0 10	0 11	0 11	0 11	0 11	0 11	0 12
11	0 11	0 12	0 12	0 12	0 12	0 12	0 13	0 13

For illustration of the use of the

ORDER SCHEDULES—*continued.*

WILL BE NOTIFIED FROM TIME TO TIME.

43	44	45	46	47	48	49	Schedule.
At 1*s.* 1½*d.*	At 1*s.* 1¼*d.*	At 1*s.* 1*d.*	At 1*s.* ¾*d.*	At 1*s.* ½*d.*	At 1*s.* ¼*d.*	At 1*s.*	Amount.
Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	Rs A.	£. *s.* *d.*
17 12	18 2	18 7	18 13	19 3	19 9	20 0	1 0 0
35 9	36 4	36 15	37 10	38 6	39 3	40 0	2 0 0
53 5	54 5	55 6	56 8	57 10	58 12	60 0	3 0 0
71 2	72 7	73 14	75 5	76 13	78 6	80 0	4 0 0
88 14	90 9	92 5	94 2	96 0	97 15	100 0	5 0 0
106 11	108 11	110 12	112 15	115 3	117 9	120 0	6 0 0
124 7	126 13	129 4	131 12	134 6	137 2	140 0	7 0 0
142 4	144 14	147 11	150 9	153 10	156 12	160 0	8 0 0
160 0	163 0	166 2	169 7	172 13	176 5	180 0	9 0 0
177 12	181 2	184 10	188 4	192 0	195 15	200 0	10 0 0
0 14	0 14	0 15	0 15	0 15	1 0	1 0	1 0 0
1 12	1 13	1 14	1 14	1 15	1 15	2 0	2 0 0
2 11	2 11	2 12	2 13	2 14	2 15	3 0	3 0 0
3 9	3 10	3 11	3 12	3 13	3 15	4 0	4 0 0
4 7	4 8	4 10	4 11	4 13	4 14	5 0	5 0 0
5 5	5 7	5 9	5 10	5 12	5 14	6 0	6 0 0
6 4	6 5	6 7	6 9	6 12	6 14	7 0	7 0 0
7 2	7 4	7 6	7 8	7 11	7 13	8 0	8 0 0
8 0	8 2	8 5	8 8	8 10	8 13	9 0	9 0 0
8 14	9 1	9 4	9 7	9 10	9 13	10 0	10 0 0
9 12	9 15	10 2	10 6	10 9	10 12	11 0	11 0 0
10 11	10 14	11 1	11 5	11 8	11 12	12 0	12 0 0
11 9	11 12	12 0	12 4	12 8	12 12	13 0	13 0 0
12 7	12 11	12 15	13 3	13 7	13 11	14 0	14 0 0
13 5	13 9	13 14	14 2	14 6	14 11	15 0	15 0 0
14 4	14 8	14 12	15 1	15 6	15 11	16 0	16 0 0
15 2	15 6	15 11	16 0	16 5	16 10	17 0	17 0 0
16 0	16 5	16 10	16 15	17 4	17 10	18 0	18 0 0
16 14	17 3	17 9	17 14	18 4	18 10	19 0	1 0 0
0 1	0 1	0 1	0 1	0 1	0 1	0 1	1
0 2	0 2	0 2	0 3	0 3	0 3	0 3	2
0 4	0 4	0 4	0 4	0 4	0 4	0 4	3
0 5	0 5	0 5	0 5	0 5	0 5	0 5	4
0 6	0 6	0 6	0 6	0 6	0 7	0 7	5
0 7	0 7	0 7	0 8	0 8	0 8	0 8	6
0 8	0 8	0 9	0 9	0 9	0 9	0 9	7
0 9	0 10	0 10	0 10	0 10	0 10	0 11	8
0 11	0 11	0 11	0 11	0 12	0 12	0 12	9
0 12	0 12	0 12	0 13	0 13	0 13	0 13	10
0 13	0 13	0 14	0 14	0 14	0 14	0 15	11

Schedule see preceding clause.

GOVERNMENT TELEGRAPH DEPARTMENT.

BOMBAY DIVISION.

The Bombay Division of Telegraphs includes only a portion of the Presidency, while it extends to Bezvada.

NAMES.	Date of appointment to present Grade.	Date of appointment to Telegraph Department.	Station.
Supt. 2nd Grade—			
J. F. Bevan.....	22 Sept. 1886.	21 June 1866.	Bombay.
Assistant Superintendent, Class V., 2nd Grade—			
A. J. L. Grimes	20 Mar. 1890.	21 July 1885.	Bombay.
Assistant Superintendent, Class VI., 2nd Grade—			
C. B. Williams	10 Nov. 1891.	10 Nov. 1891.	Poona.
W. Sutherland	10 Oct. 1891.	10 Oct. 1891.	Bombay.
Assistant Superintendent, Class V., 1st Grade—			
R. C. Barker	30 Apl. 1890.	22 Sept. 1879.	Bombay Division, for Construction work.
H. S. Styan ...[L.S.]	19 Apl. 1891.	27 Sept. 1882.	Bombay Division, for Construction work.
Assistant Superintendent, Class VI., 2nd Grade—			
R. Elrington	10 Oct. 1888.	13 Sept. 1882.	Bombay Division, for Construction work.
Assistant Superintendent, Class VI., 2nd Grade—			
N. U. K. Leslie	1 Oct. 1889.	1 Oct. 1889.	Bhavnagar.
Honorary Assistant Superintendent—			
P. Gerrard	2 Nov. 1882.	23 Aug. 1853.	Bombay.
Sub-Assistant Superintendent, 1st Grade—			
G. C. Allyman	1 Apl. 1880.	2 Feb. 1855.	Secunderabad.
S. M. DeLemos	1 May 1886.	1 Sept. 1863.	Ahmedabad.
Telegraph Master, 2nd Grade, Charge allowance Rs. 60—			
T. W. DeSouza	1 Dec. 1888.	1 Nov. 1857.	Poona.

NAMES.	Date of appointment to present Grade.	Date of appointment to Telegraph Department.	Station.
Telegraph Master, 3rd Grade, Charge allowance Rs. 40—			
G. S. Boyd	1 Jan. 1881.	1 Dec. 1859.	Deolali.
H. Black	8 Sept. 1884.	3 Dec. 1856.	*On Leave,* Pydhoni.
W. Chitts	3 Oct. 1886.	1 July 1860.	
L. C. Gomes	25 June 1886.	1 Nov. 1865.	Mandvi.
A. Rowe	.....	1 Feb. 1866.	Hyderabad.
J. A. Holdershaw ...	1 Mar. 1883.	1 Sept. 1867.	Governor's Office.
S. Beeley	.....	1 Dec. 1879.	Sholapur.
J. A. Wells	.....	26 July 1866.	Ahemdabad.
P. J. Haurahan	1 Dec. 1889.	8 Feb. 1860.	Bhavnagar.
Telegraph Master, 4th Grade, Charge allowance Rs. 20—			
Shaik Oosman	1 Jan. 1891.	1 June 1859.	Surat.
E. O'Rielly	19 June 1887.	1 June 1858.	Baroda.
Balaji Vinayek	1 Sept. 1879.	1 July 1864.	Poona.
W. H. Human	1 Mar. 1882.	9 Feb. 1878.	Sholapur.
C. J. Berry.....	1 Nov. 1882.	1 Aug. 1867.	Secunderabad.
S. Samson	25 May 1881.	15 June 1864.	Poona.
W. E. Kierulf	1 Oct. 1878.	1 May 1863.	Bolarum.
J. Cotter	31 Jan. 1888.	11 Oct. 1864.	Bombay.
T. W. Clewr	10 July 1886.	15 Nov. 1865.	Secunderabad.
B. Powell	1 Oct. 1882.	15 Nov. 1865.	Byculla.
C. O'Brien	1 Mar. 1885.	15 Aug. 1866.	Poona.
L. B. D'Cruz	1 Sept. 1883.	1 Mar. 1864.	Hyderabad.
H. Cassels	.....	1 Apl. 1875.	Bhavnagar.
Telegraph Master without Allowance—			
Wamon Luxmon ...	1 Sept. 1881.	1 Dec. 1864.	Byculla.
A. E. K. Pitcher ...	.....	1 Mar. 1881.	Bo. Dn., for construction work.
D. Manning	.....	1 Oct. 1878.	

GOVERNMENT TELEGRAPH DEPARTMENT.

BOMBAY OFFICE DIVISION.

The Bombay Office Division is independent of the Bombay Division and includes the Bombay Office, the Colaba Office.

NAMES.	Date of appointment to present Grade.	Date of appointment to Telegraph Department.	Station.
Supt., Class IV., 3rd Grade—			
S. Hutchinson, A.M. I.C.E. & M.I.E.E.	4 Aug. 1890.	30 Nov. 1871.	Bombay.
Sub-Assistant Supt., 1st Grade—			
R. Parrott	1 June 1888.	1 Oct. 1861.	Bombay.
Telegraph Masters, 2nd Grade, Charge allowance Rs. 60—			
C. H. King	1 Oct. 1889.	16 Dec. 1865.	Bombay.
P. G. Pote	19 Sep. 1890.	1 Feb. 1866.	do.
H. Long	2 Nov. 1891.	1 April 1868.	do.
Telegraph Masters, 3rd Grade, Charge allowance Rs. 40—			
C. P. O'Reily	13 Jan. 1892.	1 Jan. 1875.	Bombay.
Telegraph Masters, 4th Grade, Charge allowance Rs. 20—			
J. Hyde	1 Oct. 1873.	15 Aug. 1865.	Bombay.
A. E. K. Pitcher ...	1 Mar. 1884.	1 Mar. 1881.	do.
J. V. Robbins	19 Sep. 1890.	25 Jan. 1880.	do.
E. G. Wood	8 Apl. 1892.	17 Dec. 1878.	do.
W. H. Rowe	15 Dec. 1891.	1 Nov. 1880.	do.

FOREIGN PRESS TELEGRAMS AT REDUCED RATES.

UNITED KINGDOM.

Telegrams in Plain English containing news or intelligence for publication in newspapers are transmitted, *via* Teheran or *via* Suez, from the United Kingdom to India and Burma, and from Government Telegraph Offices in India and Burma to the United Kingdom at approximately one-third of the rate per word for private telegrams, subject to the following conditions:—

I.—The newspapers, their correspondents or agents, are required to address their telegrams to a registered newspaper, and such newspaper is prohibited from selling, distributing or communicating such telegrams to clubs, exchanges, or news-rooms, or disposing of them for any purpose whatsoever, either directly or indirectly, other than for publication in registered newspapers.

II.—Telegrams at the reduced rate shall not be allowed to interfere with the transmission of telegrams at full rates, and in order to ensure this the transmission of such News telegrams may be deferred or suspended, or interrupted until any State telegram or any Private or Press telegram at full rates, which may be on hand, shall have been transmitted and completed. On the lines of the Indian Telegraph Department such telegrams will take precedence with Ordinary Inland telegrams.

III.—No telegrams shall be transmitted at the reduced rate, except for publication in a newspaper, and they must be written in Plain English so as to be intelligible to the transmitting Offices. Telegrams containing news or information not for publication, or containing Code words or words of concealed meaning, or groups of figures or ciphers, shall be paid for at the full tariff rates.

IV.—The news transmitted in such telegrams at the reduced rate must be duly published in the newspapers to which they may be addressed, or satisfactory reasons be given for non-publication, in the absence of which full tariff rates will be chargeable.

V.—All Press telegrams at the reduced rate must be prepaid, except under special arrangements made by an authorised newspaper for a specially nominated corrrespondent.

VI.—The reduced rate for Foreign Press telegrams applies only when all the above conditions have been satisfied, and any subsequent claim made for the difference between the reduced and full rates must be satisfied immediately on demand.

OTHER PLACES.—On exactly the same conditions Press telegrams can be sent to or from—

(*a*) Aden, *via* Bombay.
(*b*) Penang and Singapore, *via* Madras.
(*c*) Australia, Tasmania and New Zealand, *via* Madras.
(*d*) Souakim, *via* Aden or *via* Suez.
(*e*) France, *via* Suez. Telegrams to French newspapers must be in French.
(*f*) Siam, *via* Moulmein.

CANNOT BE MULTIPLE.—A Press telegram sent as above at reduced rates cannot be Multiple, in other words it must be addressed to only one newspaper.

HOW MARKED, &C.—Foreign Press telegrams must be marked *Press* by the Senders, and the benefit of press rates must be claimed by them at the time the telegrams are tendered for despatch.

Except as provided in the four preceding Rules, Foreign Press telegrams to and from the above named places at reduced rates come under the general rules for Private Foreign telegrams.

Press Telegrams for Ceylon are accepted at reduced rates under the same general rules and conditions as Inland Press telegrams. The reduced rates are as follows :—

From Offices in	First 32 words or groups of three figures.	Every four additional words or groups of three figures.
	Rs. a. p.	Rs. a. p.
India	1 8 0	0 3 0
Burma	2 4 0	0 4 6

In other respects Press telegrams for Ceylon come under the general rules for Private Foreign telegrams.

FOREIGN (PRIVATE AND STATE) TELEGRAMS.

To	Per Word.	
	From India.	From Burma.
	Rs. a. p.	Rs. a. p.
All Countries in Europe (except Russia and Turkey)	3 5 0	3 7 6
Ceylon	0 3 0	0 4 6

CHARGES FOR TELEGRAMS TO EUROPE.

NOTE.—The charges given below are from Offices in India. For charges from Offices in Burma, add two annas a word in all cases.

To	Via	Per Word from India.
		Rs. a.
ALL COUNTRIES, except Russia and Turkey*	Turkey	3 0
Do.	Teheran † (*or* Suez)	3 5
Do.	Madras—Amoor	9 1
RUSSIA, including Caucasus.	Teheran	3 0
Do. do. ..	Suez	3 5
RUSSIA, excluding Caucasus.	Turkey—Odessa	3 0
Do. do. ...	Turkey	2 13
Do. Caucasus	Turkey—Odessa	3 3
Do. do.	Turkey	3 1
TURKEY*	Fao	2 5
Do.	Suez..	3 5
Do.	Teheran—Batoum	3 5
Do.	Teheran—Odessa	3 7
Do.	Teheran—Roumania	3 5

* Private telegrams in secret language for Bosnia-Herzogovina, Bulgaria and Turkey cannot be accepted.

† Telegrams route in which is marked "*via* Indo" should be altered "*via* Teheran."

CHARGES FOR TELEGRAMS TO PLACES IN ASIA, EAST OF INDIA.

NOTE.—The charges given below are from Offices in India. For charges from Offices in Burma, add two annas a word in all cases except *via* Moulmein, in which case deduct two annas a word.

NOTE.—As work is suspended at night on the lines in Siam, telegrams sent *viâ* Moulmein at night are liable to be delayed till morning.

	Per Word from India.					
	Via Moulmein.		*Via* Madras.		*Via* Teheran —Amoor	
	Rs.	a.	Rs.	a.	Rs.	a.
ANNAM*	1	14	2	10	9	1
CHINA—						
Offices common to the Eastern Extension Telegraph Co.						
A. and C. and to the Great Northern Telegraph Co.:—						
Amoy, Foochow, Gutzlaff, Saddle Island, Shanghai	5	8	5	5	5	15
Hongkong	4	3	4	0	6	15
Macao (*usual rates*)	4	9	4	5	7	4
Macao (*Portuguese State Telegrams*)	4	3	4	0	6	15
Note.—When the cables landing at Foochow are interrupted, and telegrams have to be sent to Foochow by Chinese land lines from Hongkong or Shanghai, the charges to Foochow are ...	4	3	4	0	6	15
Offices belonging to Chinese Government:—						
Aichow, Damchow	5	8	5	5	8	4
Aigun, Helampo, Sianfu, Yunnanfu	7	0	6	12	8	6
Anping, Changwha, Chining, Chowching, Dauchow, Hankow, Kagee, Kienning, Nanchangfu, Ocheng, Saho, Taiwanfu, Takao, Tsinanfu, Wachsien, Wuchang	6	7	6	4	7	14
Baudao, Chefoo, Chohsien, Kaifong, Kaouchuen, Kingchow, Kiouchow, Liukungtao, Lutai, Pehtang, Seashe, Siaochan, Taku, Tientsin, Tzechulin Weihaiwei	6	8	6	5	7	15
Bichi, Kweiyang, Phongching, Tungking	5	5	5	2	8	1
Canton, Fumen, Shameen, Sharppeak, Whampoo	4	9	4	5	7	4
Changchow, Kantchow, Kweilinfu, Nanning, Tsuienchow	5	0	4	13	7	12
Chinchow, Kaihua	7	1	6	13	8	7
Chinchowfu, Hweilu, Kingmun, Kweichowfu, Wanshin..	6	10	6	7	8	1

* Private telegrams in Preconcerted language for Tonquin are only accepted subject to the Addressee producing his Code-Book or Vocabulary for inspection, or furnishing a translation, if required, at destination. Private Cipher telegrams cannot be accepted.

To	Per word from India.					
	Via Moulmein.		*Via* Madras.		*Via* Teheran —Amoor	
	Rs.	a.	Rs.	a.	Rs.	a.
CHINA—(*contd.*)						
Chinkiangpoo, Kingkiang, Puching, Taiehrchang	6	6	6	3	7	13
Chinhai, Chinkiang, Hangchow, Kashing, Nanching, Nanking, Ningpo, Shiakwan ..	6	4	6	1	7	11
Chiuping, Fatshan, Hweichow, Lienchow, Lienshan, Parmar, Sainan, Shaoking, Shiklung, Wuchow, Yingtuck	4	14	4	10	7	10
Chintu, Lingmen, Lingshiu, Luchow, Tichow, Tingchang	5	7	5	4	8	3
Chowchow, Hoifoong, Swatow, Tamchow, Wangchow	4	15	4	11	7	11
Chungking, Fungwa gting, Kinchow, Port Arthur (Lushunkow), Shingking, (Mukden), Taiynenfu	6	11	6	8	8	2
Chuwen, Haitow, Hoihow, Kaochowfu, Kiungchow, Luichow, Makoug, Onpao, Yamchow	5	4	5	1	8	0
Herma, Ninguta, Peking, Petune...	6	14	6	10	8	4
Hokow, Kwangnan, Linchow, Manhao, Mongtze, Nanyong, Pakhoi, Pakugai, Pase, Shaochow, Shuenwei, Tali, Tingyueh... ...	5	3	5	0	7	15
Ichang, Nganio, Paotinfu, Patung, Shanhaikwan, Siangyang, Yinkow, (Newchwang) ..	6	9	6	6	8	0
Keelung, Lanchee, Onking, Singchoi, Shanshing, Taipehfu, Tamsui, Tatung, Wuhu, Yupaw, Yangchow, Yenkiawhei	6	5	6	2	7	12
Kiangyin, Soochow, Wusih	6	3	6	0	7	10
Kimchow	7	5	7	1	8	12
Kirin, Pingyaw	6	12	6	9	8	3
Kuyuen	7	2	6	14	8	8
Lanchow	7	3	6	15	8	9
Liangchow	7	4	7	0	8	11
Lungchow, Yenping	5	1	4	14	7	13
Pagoda Anchorage*	6	10	6	6	8	0
Pingshan	5	2	4	15	7	14
Sutchow	7	6	7	3	8	13
Tsitsihar, Tungkwan, Wenchuen	6	15	6	11	8	5
Wusung*	5	14	5	10	7	4
Cochin China	1	5	2	1	9	15

* Telegrams intended for ships moored at Wusung and Pagoda Anchorage are subject to a delivery charge of Re. 1 and annas 11, respectively.

To	Per word from India.		
	Via Moulmein.	*Via* Madras.	*Via* Teheran—Amoor
	Rs. a.	Rs. a.	Rs. a.
Corea :—			
Binchong, Pingyang	7 2	6 14	8 8
Chemulpo	7 6	7 3	8 13
Echow	7 0	6 2	8 6
Fusan*	7 15	7 12	9 6
Seoul (*or* Han Yang) †	7 4	7 0	8 11
Dutch East Indies—			
Bali, Celebes, Madura, Sumatra	3 15	3 3	11 5
Java	3 8	2 13	10 14
Japan	7 8	7 5	7 10
Malay Peninsula :—			
Malacca	2 13	2 7	10 9
Penang	3 5	1 15	10 14
Perak	3 7	2 1	11 1
Selangar	3 2	2 12	10 14
Singapore	2 8	2 10	10 4
Sungie Ujang	3 0	2 0	10 12
Telelu	3 1	2 11	10 13
Philippine Islands	5 11	5 8	8 7
Siam	0 15	2 7	10 5
Tonquin‡	2 3	3 0	8 12

* The above rates for Fusan are *via* Moulmein—Shanghai, *via* Madras—Shanghai and *via* Teheran—Amoor—Shanghai. Telegrams can also be sent *via* Moulmein—Japan at Rs. 8-13, *via* Madras—Japan at Rs. 8-10, and *via* Teheran—Amoor—Japan at Rs. 8-15.

† The above rates for Seoul are *via* Moulmein—Shanghai, *via* Madras—Shanghai and *via* Teheran—Amoor—Shanghai. Telegrams can also be sent *via* Moulmein—Japan at Rs. 9-9, *via* Madras—Japan at Rs. 9-0, and *via* Teheran—Amoor—Japan at Rs. 9-10. Telegrams can be sent to Ginsery and Kyong by Empress from Fusan at an additional charge per telegram of Rs. 19-13.

Genzan.

The following are the rates to Genzan, *via* Moulmein—Japan Rs. 9-11, *via* Madras—Japan Rs. 9-8, *via* Teheran—Amoor—Japan Rs. 9-12.

‡ Private telegrams in Preconcerted language for Tonquin are only accepted subject to the addressee producing his Code-Book or Vocabulary for inspection, or furnishing a translation, if required, at destination. Private Cipher telegrams cannot be accepted.

ROUTES THROUGH TONQUIN.

Telegrams can also be sent to China, Corea, Japan and the Philippine Islands through Tonquin and the Chinese land lines at the following rates :—

To	Per word from India.			
	Via Moulmein Hue.	*Via* Moulmein Haiphong	*Via* Madras Hue.	*Via* Madras Haiphong
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
OFFICES IN PROVINCES OF KWANTUNG, KWANGSI, AND YUNAN—				
Aichow, Canton, Chiuping, Chowchow, Chuwen, Damchow, Fatshan, Fumen, Haitow, Hoifoong, Hoihow, Hokow, Hongkong, Hweichow, Kaihua, Kaochowfu, Kiungchow, Kwangnan, Kweilinfu, Lienchow, Lienshan, Limchow, Lingmen, Lingshiu, Luichow, Lunchow, Manhao, Mongtze, Nanning, Nanyong, Onpao, Pakhoi, Pakugai, Pasi, Phongching, Pingshan, Sainan, Shameen, Shaochow, Shaoking, Shiklung, Shuenwei, Swatow, Tali, Tamchow, Tingchang, Tingyueh, Tungking, Wangchow, Whampoo, Wuchow, Yamchow, Yingtuck, Yunnanfu	1 15	2 11	2 15	3 11
OFFICES ON THE YANGTZE OR SOUTH OF THE YANGTZE—				
Amoy, Anping, Bichi, Changchow, Changwha, Chinhai, Chinkiang, Chunking, Foochow, Hangchow, Hankow, Ichang, Kantchow, Kashing, Keelung, Kienning, Kingan, Kingchow, Kiukiang, Kweichowfu, Kweiyang, Lanchee, Luchow, Nanchangfu, Nanching, Nanking, Ningpo, Onking, Pagoda Anchorage,* Patung, Pescadores, Puching, Shanghai, Sharppeak, Shashe, Shausbing, Shiakwan, Soochow, Taipehfu, Taiwanfu, Takao, Tamsui, Tatung, Tsiuenchow, Wanshin, Wuchang, Wuhu, Wusih, Wusung,* Yenkiahwei, Yenping, Yuyaw	2 4	3 1	3 5	4 1

* Telegrams intended for ships moored at Wusung and Pagoda. Anchorage are subject to a delivery charge of Rs. 1-11 and annas 11, respectively.

To	Per word from India.			
	Via Moulmein Hue.	*Via* Moulmein Haiphong	*Via* Madras Hue.	*Via* Madras Haiphong
Offices North of the Yangtze—	Rs. a.	Rs. a.	Rs. a.	Rs. a.
Aigun, Bandao, Chefoo, Chinchow, Chinchowfu, Chengkianpoo, Chining, Chintu, Chohsien, Chowching, Dauchow, Fungwangting, Helampo, Herma, Hweilu, Kagee, Kaifong, Kaouchuen, Kiangyin, Kimchow, Kinchow, Kiouchow, Kirin, Kuyuen, Kingmun, Lanchow, Liangchow, Liukungtao, Lutai, Makong, Ninguta, Nganlo, Ocheng, Paotingfu, Pehtang, Peking, Petune, Pingyaw, Port Arthur (Lushunkow), Saho, Shanhaikwan, Shingking (Mukden), Sianfu, Siangyang, Siaochan, Singchoi, Sutchow, Taiehrehang, Taiyuenfu, Taku, Tichow, Tientsin, Tsinanfu, Tsitsihar, Tungkwan, Tzechulin, Waehsien, Weihaiwei, Wenchuen, Yangchow, Yinkow (Newchwang)	2 12	3 8	3 12	4 9
Macao (*usual rates*)	2 4	3 0	3 15	4 1
Macao (*Portuguese State telegrams*) ..	1 15	2 11	2 15	3 11
Corea	2 15	3 11	3 15	4 11
Phillippine Islands	3 4	4 0	4 4	5 0

To	Per word from India.			
	Via Moulmein Hue —Hong-Kong.	*Via* Moulmein Haiphong —Hong-Kong.	*Via* Madras Hue —Hong-Kong.	*Via* Madras Haiphong —Hong-Kong.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
Japan	5 1	5 13	6 1	6 14

CHARGES FOR TELEGRAMS TO OTHER PLACES IN ASIA.

NOTE.—The charges given below are from Offices in India. For charges from Offices in Burma, add two annas a word.

To	*Via*	Per word from India. Rs.	a.
ADEN and PERIM*	Bombay	2	5
Do. do.	Teheran—Batoum—El Arich	5	10
Do. do.	Teheran—Malta	5	14
Bokhara	Teheran	3	3
Do.	Turkey	3	6
Do.	Suez	4	4
Do.	Suez—El Arich	4	14
CEYLON†	... .	0	3
Persia (except Persian Gulf Offices‡	Bushire	2	6
Do. do.	Suez—El Arich	5	0
Do. do.	Suez—London	4	9
PERSIAN GULF:—§			
Bushire	Karachi	1	6
Do.	Suez—El Arich	4	0
Do.	Suez—London	4	11
Charbar and Ormara§ ..	Karachi	0	8
Gwadur§	Do.	0	13
Jask§	Do.	1	3

* Telegrams for Mauritius and Seychelles are posted from Aden.

† From Offices in Burma the charge to Ceylon is 4 annas 6 pies a word. Twelve annas boat-hire must be prepaid on telegrams intended to be delivered on boardships in Ceylon Ports.

‡ Telegrams for places in Persia, except Bushire, Ispahan, Kirmanshah, Meched, Salmas, Shiraz, Tauris, and Teheran, must be in Plain French.

§ To Charbar, Ormara, Gwadur and Jask, the charge from Karachi *via* Land Line is 2 annas a word. From Karachi *via* Cable the charge to Gwadur is 6 annas, and to Jask, 11 annas.

From Jask telegrams can be sent as under :—

To Bunder Abbas by special messenger at an extra charge of Rs. 25 per message.

To Bassidore and Lingah by special boat at an extra charge of Rs. 30 per message.

To Muscat by special boat at an extra charge of Rs. 60 per message. In such cases "Express" or "XP" should be entered before the address and these extra charges must be prepaid by the sender. Telegrams may also be sent to Bassidore, Lingah and Muscat from Jask or Gwadur by fortnightly mail steamers. In such cases the words 'Post Gwadur' or 'Post Jask' must be added in the address, which words are charged for. For dates or departure of mail steamers, consult B. I. S. N. Co.'s Time Table. As these places are within the limits of the Indian Postal Tariff, no postage fee is leviable from the sender.

To	*Via*	Per word from India.
		Rs. a.
RUSSIA, ASIATIC:—		
All places	Teheran	3 11
Do.	Suez—El Arich..	5 6
Do.	Moulmein—Japan	9 5
Do.	Madras—Japan	9 1
1st Region	Turkey	3 9
Do.	Suez	4 1
2nd Region	Turkey	3 13
Do.	Suez	4 13
TURKEY IN ASIA :—*		
All places except those below	Fao	2 3
Do. ...	Teheran—Batoum	3 2
Do. ..	Suez	3 11
Do. ...	Suez—El Arich	3 11
Do. ...	Teheran—Odessa	3 12
Turkish Islands (except Cyprus)		2 5
	Fao	
Do. ...	Teheran—Batoum	3 5
Do. ...	Suez...	3 5
Do. ...	Suez—El Arich...	3 14
Do. ...	Teheran—Odessa	3 12
Cyprus	Fao...	2 5
Do.	Teheran—Batoum	3 5
Do.	Suez	2 14
Do.	Teheran—Odessa	3 12
Do.	Teheran—Malta	4 3
Jedda, Mecca and other offices in Hedjaz	Aden	3 6
Do. ..	Turkey—El Arich	4 6
Do. ..	Teheran—Batoum—El Arich	5 6
Yemen,† offices in	Bombay—Aden..	2 13
Do.	Teheran—Batoum—El Arich	6 2
Do.	Teheran—Malta	6 6

* Private telegrams in secret language cannot be accepted.
† Telegrams for places in the interim of Yemen, can be posted at Hodeida.

CHARGES FOR TELEGRAMS TO NORTH AMERICA.

[NOTE.—The charges given below are from Offices in India. For charges from Offices in Burma, add two annas a word. "Anglo-American," "Commercial," "Direct Cable," "P. Q." and "Western Union" stand respectively for the Cables of the Anglo-American Co. Commercial Cable Co., Direct United States Cable Co., Compagnie Française du Telegraphe, and Western Union Telegraph Company.]

To	PER WORD FROM INDIA.			
	Via Turkey—		*Via* Teheran (*or* Suez)—	
	Anglo-American.		Anglo-American.	
	Commercial.		Commercial.	
	Direct Cable.		Direct Cable.	
	P. Q.		P. Q.	
	Western Union.		Western Union.	
	Rs. a.		Rs. a.	
BAHAMA ISLANDS:—Nassau	5 0		5 6	
BERMUDA*	6 6		6 11	
CANADA, Dominion of—				
Cape Breton, New Brunswick, Nova Scotia, Ontario & Quebec Provinces, P. Edward's Island	3 13		4 2	
Columbia (British), North-Western Territories†, Vancouver's Island	4 7		4 13	
Manitoba	4 4		4 9	
Miquelon, Newfoundland, St. Pierre	3 13		4 2	
UNITED STATES:—				
Alabama, Georgia, Illinois, Indiana, Kentucky, Michigan, Mississippi, North Carolina, Ohio, South Carolina, Tennessee, Virginia, Virginia-West, Wisconsin...	4 0		4 6	
Arizona, California, Idaho, Nevada, Oregon, Utah, Washington-Territory...	4 4		4 9	
Arkansas, Colorado, Dacotah, Indian-Territory, Iowa, Kansas, Montana, Nebraska, New Mexico, Oklahoma, Texas, Wyoming	4 3		4 8	
Columbia (District), Delaware, Maryland, New Jersey, Pennsylvania	3 15		4 5	
Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont	3 13		4 2	
FLORIDA:—Key West	4 6		4 11	
Pensacola	4 0		4 6	
Other Offices	4 3		4 8	
LOUISIANA:—New Orleans	4 0		4 6	
Other Offices	4 3		4 8	
MINNESOTA:—Duluth, Minneapolis, St. Paul ..	4 0		4 6	
Other Offices	4 3		4 8	
MISSOURI:—St. Louis	4 0		4 6	
Other Offices...	4 3		4 8	
NEW YORK STATE:—New York City, Brooklyn, Yonkers.	3 13		4 2	
Other Offices	3 15		4 5	

* Telegrams for Turk's Islands (Antilles) are posted from Bermuda.

† Alberta, Assinoboia and Saskatchewan.

To	Per word from India.	
	Via Turkey—Anglo-American—Galveston. Commercial—Galveston Direct Cable—Galveston P. Q.—Galveston. W. Union—Galveston.	*Via* Teheran (*or* Suez)—Anglo-American—Galveston. Commercial—Galveston Direct Cable—Galveston P. Q.—Galveston. W. Union—Galveston.
	Rs. a.	Rs. a.
MEXICO* :—		
Chihuahua City, Guaymas, Hermosillo, Matamoras, Monterey, Sabinas, Saltillo, Sauz .. .. ::	4 7	4 13
Mexico City, Tampico, Vera Cruz City ...	5 1	5 7
Other Offices	5 3	5 9

To	Per word from India.	
	Via Turkey—Anglo-American—Key West—Jamaica—Panama. Commercial—Key West—Jamaica—Panama. Direct Cable—Key West—Jamaica—Panama. P. Q.—Key West—Jamaica—Panama. W. Union—Key West—Jamaica—Panama.	*Via* Teheran (*or* Suez)—Anglo-American—Key West—Jamaica—Panama. Commercial—Key West—Jamaica—Panama. Direct Cable—Key West—Jamaica—Panama. P. Q.—Key West—Jamaica—Panama. W. Union—Key West—Jamaica—Panama.
	Rs. a.	Rs. a.
MEXICO* :—		
Coatzacoalcos, Jaltipan, Reyes, San Geronimo, Tehuantepec, Vera Cruz, Zarabia	12 1	12 6
Tampico	12 6	12 11
Other Offices	12 3	12 9

* Telegrams for Mexico (except Coatzacoalcos, Jaltipan, Mexico City, Reyes, Salina Cruz, San Geronimo, Tampico, Vera Cruz City and Zarabia) are accepted only at Senders' risk.

To	Per word from India.							
	Via Turkey—Anglo-American—Galveston. Commercial—Galveston. Direct Cable—Galveston. P. Q.—Galveston. Western Union—Galveston.		*Via* Teheran (*or* Suez)—Anglo-American—Galveston. Commercial—Galveston. Direct Cable—Galveston. P. Q.—Galveston. Western Union—Galveston.		*Via* Turkey—Anglo-American—Key West—Jamaica—Panama. Commercial—Key West—Jamaica—Panama. Direct Cable—Key West—Jamaica—Panama. P. Q.—Key West—Jamaica—Panama. Western Union—Key West—Jamaica—Panama.		*Via* Teheran (*or* Suez)—Anglo-American—Key West—Jamaica—Panama. Commercial—Key West—Jamaica—Panama. Direct Cable—Key West—Jamaica—Panama. P. Q.—Key West—Jamaica—Panama. Western Union—Key West—Jamaica—Panama.	
	Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.
COSTA RICA*	7	5	7	10	11	10	11	15
Guatemala*	6	8	6	13	11	13	12	2
Honduras* (Republic) ..	6	8	6	13	11	13	12	2
NICARAGUA:—								
San Juan del Sur	7	2	7	7	11	7	11	12
Other Offices	7	5	7	10	11	10	11	15
SAN SALVADOR:—								
Libertad	6	5	6	10	11	11	12	0
Other Offices..	6	8	6	13	11	13	12	2

* Telegrams for Costa Rica, Guatemala, and Honduras are accepted at Senders' risk.

CHARGES FOR TELEGRAMS TO SOUTH AMERICA.

Lisbon Route.

NOTE.—The charges given below are from Offices in India. From Offices in Burma, add two annas a word.

To	Per word from India.	
	Via Turkey—Lisbon.	*Via* Teheran or Suez)—Lisbon.
	Rs. a.	Rs. a.
Argentine Republic, Paraguay, Uruguay ..	7 10	7 15
Bolivia	8 13	9 2
Brazil:—		
Pernambuco	7 8	7 13
Rio de Janeiro and all Offices North of Rio de Janeiro (except Pernambuco)	7 10	7 15
All Offices South of Rio de Janeiro	8 5	8 10
Chili	9 14	10 3
Columbia	12 7	12 13
Equador	11 13	12 3
Peru	9 5	9 10

Teneriffe Route.

To	Per word from India.	
	Via Turkey—Cadiz—Teneriffe.	*Via* Teheran or Suez—Cadiz—Teneriffe.
	Rs. a.	Rs. a.
Argentine Republic, Paraquay, Uruguay ...	8 4	8 9
Bolivia*	8 13	9 2
Brazil:—		
Pernambuco	7 7	7 12
Rio de Janeiro and all Offices North of Rio de Janeiro (except Pernambuco)	8 1	8 7
All Offices South of Rio de Janeiro	8 12	9 1
Chili	9 12	10 2
Columbia*	12 7	12 13
Equador*	1 13	12 3
Peru*	9 5	9 10

* Telegrams for Bolivia, Columbia (except Buenaventura, Colon and Panama), Equador (except Guayaquil and Santa Elena) and Peru (except Callao, Lima, Mollendo and Payta) are accepted only at Senders' risk.

ROUTES THROUGH NORTH AMERICA.

NOTE.—"Anglo-American," "Commercial Cable," "Direct Cable," "P. Q." and "Western Union" stand respectively for the Cables of the Anglo-American Co., Commercial Cable Co., Direct United States Cable Co., Compagnie Française du Telegraphe, and Western Union Telegraph Company.

GALVESTON ROUTE.

To	PER WORD FROM INDIA.			
	Via Turkey—Anglo-American—Galveston. Commercial Cable—Galveston. Direct Cable—Galveston P. Q.—Galveston. W. Union—Galveston.		*Via* Teheran (*or* Suez)—Anglo-American—Galveston. Commercial Cable—Galveston. Direct Cable—Galveston P. Q.—Galveston. W. Union—Galveston.	
	Rs.	a.	Rs.	a.
Argentine Republic, Paraguay, Uruguay ..	7	10	7	15
Boliva* Brazil, Chili Equador,* Peru* ..	8	1	8	7
British Guiana	17	9	7	15
COLUMBIA*:—				
Buenaventura	7	9	7	14
Isthmus of Panama	7	2	7	7
Other Offices	7	12	8	1
DUTCH-GUIANA:—				
Paramaribo	16	7	16	12
FRENCH GUIANA:—				
Cayenne	16	0	16	5
Venezuela*	16	4	15	10

* Telegrams for Bolivia, Columbia (except Buenaventura, Colon and Panama), Equador, (except Guayaquil and Santa Elena), Peru (except Callao, Lima, Mollendo and Payta), and Venezuela (except La-Guayra and Caracas) are accepted only at Senders' risk.

KEY WEST ROUTE.

To	Per word from India.	
	Via Turkey— Anglo-American—Key West. Commercial Cable—Key West. Direct Cable—Key West. P. Q.—Key West. Western Union—Key West.	*Via* Teheran (*or* Suez)— Anglo-American—Key West. Commercial Cable—Key West. Direct Cable—Key West. P. Q.—Key Wcst. Western Union—Key West.
	Rs. a.	Rs. a.
Argentine Republic Paraguay..	16 15	17 15
BOLIVIA* :—		
La Paz	15 9	15 14
Other Offices	15 14	16 3
Brazil	18 13	19 2
BRITISH GUIANA	13 1	13 6
CHILI :—		
Antofagusta	14 15	15 4
Arica	14 15	15 4
Caldera	14 15	15 4
Iquique	14 15	15 4
Pisagna	14 15	15 4
Other Offices	15 9	15 14

* Telegrams for Bolivia are excepted only at Sender's risk.

To	Per word from India.			
	Via Turkey— Anglo-American—Key West Jamaica—Panama. Commercial Cable—Key West Jamaica—Panama. Direct Cable—Key West Jamaica—Panama. P. Q.—Key West Jamaica—Panama. Western Union—Key West Jamaica—Panama.		*Via* Teheran (*or* Suez)— Anglo-American—Hey West Jamaica—Panama. Commercial Cable—Key West Jamaica—Panama. Direct Cable—Key West Jamaica—Panama. P. Q. Key West Jamaica—Panama. Western Union—Key West Jamaica—Panama.	
	Rs.	a.	Rs.	a.
COLUMBIA*:—				
Buenaventura	11	11	12	0
Isthmus of Panama	7	2	7	7
Other Offices	11	13	12	2
DUTCH GUIANA:—				
Peramaribo	13	7	13	13
EQUADOR†:—				
Guayaquil, St. Helena	12	6	12	11
Other Offices	12	9	12	14
PERU†:—				
Arequipa, Ilo, Islay, Moquegua, Puno ...	14	15	15	4
Callao, Chorrillos, Lima	13	6	13	12
Mollendo	14	7	14	12
Payta	12	14	13	4
Piura	13	2	13	7
Other Offices	13	10	13	15
Uruguay	17	10	18	0
Venezuela	12	0	12	5

* Telegrams for Columbia (except Buenaventura, Colon and Panama), are accepted only at Senders' risk.

† Telegrams for Equador (except Guayaquil and Santa Elena), Peru (except Callao, Lima, Mollendo, and Payta) and Venezuela (except La-Guayra and Caracas) are accepted only at Senders' risk.

HAITI ROUTE.

To	PER WORD FROM INDIA.			
	Via Turkey—Anglo-American—Key West—Haiti. Commercial Cable—Key West—Haiti. Direct Cable—Key West—Haiti. P. Q.—Key West—Haiti. Western Union—Key West—Haiti.	*Via* Teheran *or* Suez—Anglo-American—Key West—Haiti. Commercial Cable—Key West—Haiti. Direct Cable—Key West—Haiti. P. Q.—Key West—Haiti. Western Union—Key West—Haiti.	*Via* Turkey—Anglo-American—Galveston—Haiti. Commercial Cable—Galveston—Hai'i. Direct Cable—Galveston—Haiti. P.Q.—Galveston—Haiti. Western Union—Galveston—Haiti.	*Via* Teheran *or* Suez. Anglo-American—Galveston—Haiti. Commereial Cable—Galveston. Direct Cable—Galveston—Haiti. P. Q.—Galveston—Haiti. Western Union—Galveston—Haiti.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
Argentine Republic, Paraguay Uruguay	11 3	11 8	....	....
Br'tish Guiana	18 5	13 10	....	....
Dutch Guiana...	11 2	11 8	15 5	15 11
FRENCH GUIANA*:—				
Cayenne	11 13	12 2	16 0	16 5
Other Offices	11 15	12 4	16 2	16 7
BRAZIL:—				
Rio de Janeiro and Offices of Northern and Central Regions ..	10 8	10 13	.....	....
Offices of Southern Region	11 3	11 8	.....	....

* The charge per word on telegrams to places in British Guiana *via* Galveston-Jamaica is the same as that *via* Galveston—Haiti.

CHARGES FOR TELEGRAMS TO THE WEST INDIES.

NOTE.—The charges given below are from Offices in India. For charges from Offices in Burma, add two annas a word. "Anglo-American" "Commercial," "Direct Cable," "P. Q." and "Western Union" stand respectively for the Cables of the Anglo-American Co., Commercial Cable Co., Direct United States Cable Co., Campagnie Française du Telegraphe and Western Union Telegraph Company. The Key West Route is the ordinary and most direct Route for telegrams to the West Indies. The Galveston Route is, however, available in case of stoppages on the Key West Route.

To	Per word from India.							
	Via Turkey—Anglo-American—Key West. Commercial—Key West Direct Cable—Key West. P. Q.—Key West. W. Union—Key West.		*Via* Teheran (*or* Suez)—Anglo-American—Key West. Commercial—Key West Direct Cable—Key West. P. Q.—Key West. W. Union—Key West.		*Via* Turkey—Anglo-American—Gal. Commercial—Gal. Direct Cable—Galveston P. Q.—Galveston. W. Union—Galveston.		*Via* Teheran (*or* Suez)—Anglo-American—Gal. Commercial—Gal. Direct Cable—Galveston P. Q.—Galveston. W. Union—Galveston.	
	Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.
Antigua	11	2	11	7	14	5	14	10
Barbadoes	12	8	12	13	15	13	16	2
CUBA*:—								
Bayamo, Guantanamo, Manzanillo	7	1	7	6	13	3	13	8
Cienfuegos... ..	5	14	6	4	12	2	12	8
Havana	5	3	5	9	12	13	13	3
Santiago	6	15	7	4	11	2	11	7
Other Offices ..	5	6	5	11	13	3	13	8
Curaçoa	10	9	10	4	14	13	15	2
Dominica	10	9	10	4	14	14	15	3
Grenada	11	3	11	8	15	12	16	1
Guadaloupe ...	10	7	10	12	14	10	14	15
HAYTI—								
M.MoleSt.Nicolas.	8	10	9	0	12	13	13	3
Port an Prince ...	9	8	9	13	12	12	14	1
Jamaica	7	13	8	2	10	10	10	15
Marie Galante ..	12	0	12	5	14	15	15	4
Martinique	10	7	10	12	15	0	15	5
Porto Rico	10	7	10	12	13	7	13	13
S. Domingo (Republic)	10	6	10	11	14	9	14	14
Santa Cruz	10	12	11	1	13	12	14	1
St. Kitts	11	2	11	7	14	2	14	8
St. Lucia	10	9	10	14	15	3	15	8
St. Thomas	10	8	10	13	13	8	13	14
St. Vincent	10	14	11	3	15	6	15	11
Trinidad	11	10	11	15	16	3	16	8

*Telegrams for Cuba (except Cienfuegos, Havana and Santiago) are accepted only at Senders' risk. Private telegrams insecret language for any place in Cuba are accepted only on the understanding that the Receivers are liable to have to show their Code-books to the Cuban authorities for such telegrams are delivered.

To	Per word from India.			
	Via Turkey—Anglo-American—Commercial—Key West—Haiti. Direct Cable—Key West—Haiti. P. Q.—Key West—Haiti. Western Union—Key West.	*Via* Teheran *or* Suez—Anglo-American—Key West—Haiti. Commercial—Key West—Haiti. Direct Cable—Key West—Hati. P. Q.—Key West—Hati. Western Union—Key West—Haiti.	*Via* Turkey—Anglo-American—Galveston—Haiti. Commercial Galveston—Haiti. Direct Cable—Galveston—Haiti. P. Q.—Haiti. Western Union—Galveston—Haiti.	*Via* Teheran *or* Suez—Anglo-American—Galveston—Hati. Commercial Galveston—Haiti. Direct Cable—Galveston—Haiti. P. Q.—Haiti. Western Union—Galveston—Haiti.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
Antigua	11 9	11 14	.....	.....
Barbadoes	11 8	11 13	.....	.....
Dominica	11 0	11 6	.....	.....
Grenada	11 7	11 12	.. ...	.....
Guadaloupe	10 7	10 12	15 0	15 5
Marie Galante*	10 12	11 1	15 5	15 4
Martinique	10 7	10 12	14 10	14 15
Porto Rico	12 10	12 15	.....	.. ...
SAN DOMINGO:—				
Hiati, Port au Prince ...	9 8	9 13	12 12	14 1
Mole St. Nicolas	0	9 0	13 13	13 3
Other Offices	10 6	10 11	14 9	14 14
Santa Cruz	12 4	12 10	.....	.....
St. Kitts...	11 14	12 3	.....	.....
St. Lucia	11 5	11 10	.....	.....
St. Thomas	12 1	12 6	.....	.....
St. Vincent	11 5	11 10	.....	.....
Trinidad...	11 12	12 1	.....	.....

* The charge per word on telegrams to Marie Galante, *viâ* Key West—Jamaica, is the same as that by the Key West—Haiti route.

To	Per word from India.	
	Via Turkey— Anglo-American—Key West—Havannah. Commercial—Key West—Havannah. Direct Cable—Key West—Havannah. P. Q.—Key West—Havannah. Western Union—Key West—Havannah.	*Via* Teheran *or* Suez — Anglo-American—Key West—Havannah. Commercial—Key West—Havannah. Direct Cable—Key West—Havannah. P. Q.—Key West—Havannah. Western Union—Key West—Havannah.
CUBA :—	Rs. a.	Rs. a.
Bayamo, Guantanamo, Manzanillo ...	5 6	5 11

CHARGES FOR TELEGRAMS TO AUSTRALIA, TASMANIA AND NEW ZEALAND.

NOTE.—The charges given below are from Offices in India. For charges from Offices in Burma, add two annas per word *via* Madras and *via* Teheran-Amoor, and deduct two annas per word *via* Moulmein.

To	Per word from India.		
	Via Moulmein	*Via* Madras.	*Via* Teheran Amoor.
AUSTRALIA :—	Rs. a.	Rs. a.	Rs. a.
New South Wales	4 10	3 7	12 3
Queensland	6 13	6 6	14 9
South Australia, and West Australia ...	4 8	3 5	12 1
Victoria	4 9	3 6	12 2
Tasmania	5 0	3 14	12 9
New Zealand	7 7	7 0	15 3

NOTE.—As work is suspended at night on the lines in Siam, telegrams sent *via* Moulmein at night are liable to be delayed till morning.

MUNICIPALITY OF BOMBAY.

(OFFICES :—*Rampart Row.*)

H. A. ACWORTH, I.C.S., Municipal Commissioner.

Members of the Standing Committee of the Municipal Corporation.

COWASJEE HORMUSJEE, ESQ., G.G.M.C., *Chairman.*

Abdalla M. Dharamsi, B.A., LL.B.
Accacio G. Viegas.
R. G. Oxenham.
Fazulbhoy Visram, The Hon'ble Mr.
Hurkisondas Narotumdas.
Javerilal U. Yajnik.
Kaikhosro Nowrojee Kabrajee.
K. M. Shroff.
Grattan Geary.
Bhalchandra K. Bhatawadekar.
Wilson, W. H., Col.

Members of Corporation.

JAVERILAL U. YAJNIK, ESQ., *President.*

Abdalla M. Dharamsi.
Anandrao Narayen Vasudeo.
Ardasir D. Mody.
Badrudin bin Abdullakur.
Banks, S. O'B., Brig.-Surg., F.R.C.S.I.
Bhagwandas Narotumdas.
Bhalchandra K. Bhatawadekar, L. M.
Blaney, Thomas.
Bomanji Pestonji Master.
Byramjee Nusserwanjee Servai.
Byrne, H.
Carroll, E. B.
Chimanlal Harilal Setalvad.
Cornforth, J. P.
Cotton, G.
Cowasji Hormusji, G.G.M.C.
Cowasji Pestonji, G.G.M.C.
Damodar Thakersi Mulji.
Darashah Ratanji Chichgar.
D'Monte, D.
Dinshaw Edulji Wacha.
Elappa Balaram, Rao Saheb.
Fardunji N. Bisni.
Fazalbhai Jumabhai Lalji.
Fazalbhoy Visram, The *Hon'ble* Mr.
Fernandez, J. F.
Framji Dorabji Divecha, L. M. & S.
Geary, Grattan.
Gilbert, R.
Goolam Hoossein Allana.
Govardhandas Goculdas Tejpal.
Hasambhai Visram.
Hormusjee C. Coorlawalla.
Hughes, W. C.
Hurkisondas Narrotumdas.
Ibrahim Rahimtula.
Jagmohandas Vandrawandas.
Jamsetjee Jejeebhoy, Sir (Bart.), C.S.I.
Jamsedji Kharsedji Kama.
Jaya Karadi Lingu.
Kaikhosro N. Kabraji.
Karsondas Chabildas.
K. M. Shroff.
Kharshedji N. Wadya.
Kirkham, T. B.
Luchmon Singh, Rai Bahadur.
Maconachie, G. A., Brig.-Surg., M.D.
Manekshah J. Taleyarkhan, B.A., LL.B.
Meherjibhai Rastamji Setna, L. M. & S.
Mirza Hussein Khan.
Mulji B. Barbhaya.
Muncherji C. Murzban, C.I.E.
Nanabhai N. Katrak.
Nanu N. Khotare.
Nowrojee J. Gamadia.
Oxenham, R. G.
Pherozeshah Merwanjee Mehta.
Pranjivandas Kalliandass.
Purshotumdas Munguldas Nathubhoy.
Rahimtula Khairaz.
Rahimtula Mahomed Sayani.
Roughton, G. W.
Shivaji Dhurmaji.
Solomon, Selim.
Sundernath D. Khote.
Tribhowandas Munguldas Nathoobhoy.
Tribhowandas Varjiwandas.
Vandrawundas Purshotumdas.
Viegas, Accacio Gabriel, L. M. & S.
Walshe, W. P., Captain.
Wilson, W. H., Colonel.

H. WYNFORD BARROW, Municipal Secretary.

Chief Officers.

Executive Engineer*
J. W. Smith, Deputy Executive Engineer (Drainage Works).
C. C. James, Assistant Engineer.
S. Tomlinson, Water Works Engineer.
Surg.-Lieut.-Col. T. S. Weir, Health Officer.
J. Leask, Assistant Health Officer.
Sorabjee N. Cooper, Chief Accountant.
Douglas Bennett, Supt of Licences.
William Pearson, Assist. to the Municipal Commissioner.

Rao Saheb Virprasad Tapiprasad, Revenue and Refund Auditor.
Manecksha Cowasha, Deputy Accountant.
R. P. Brunton, Assessor & Collector.
P. C. Higgins, Supt. of Markets.
Ardaseer Framjee Moos and Nanabhai Rustomjee Ranina, Auditors.
L. W. Michael, Manager, Municipal Corporation and Standing Committee Offices.

H. WYNFORD BARROW, Municipal Secretary.

* Mr. Rienzi Walton, who filled this appointment for twenty years tendered his resignation on account of ill-health, the resignation to take effect from the 4th of December. On the 5th December the Corporation elected Khan Bahadur M. C. Murzban to the post. Up to the time of going to press the appointment has not been sanctioned by Government.

GENERAL TAXES.—8 per cent.

Fire Brigade.—½ per cent.

Horse and Wheel Tax.

Each four-wheeled Vehicle, drawn or impelled by horses, ponies, mules, donkeys, bullocks, or machinery	Rs.	5	per quarter.
Each two-wheeled Vehicle, drawn or impelled by horses, ponies, mules, donkeys, bullocks, or machinery..... ...	,,	3	,,
Each Vehicle drawn or impelled otherwise than by horses, &c.	,,	2	,,
Each horse, pony, or mule, of a height of 12 hands or upwards	,,	6	,,
Each horse, pony, or mule, of less than 12 hands	,,	2	,,
Each bullock or buffalo kept for draft or pack purposes ..	,,	1	,,
Each donkey kept for pack or draft purposes or for riding..	,,	1	,,

Water Tax.

Water when delivered through meters, to be charged at the rate of 12 annas per 1,000 gallons, provided the minimum charge shall not be less than a sum equal to half the water tax on value on the property supplied and Charitable Institution in the City of Bombay at 4 annas per 1,000 gallons, at the compounded sum per quarter to be based on the average consumption for 3 years.

For water not supplied through meter—

4 per cent. on valuation except in special cases such as Temples, Clubs, &c., for which special sanction of the Standing Committee is obtained to charge at different rates.

Halalcore Tax.

3 per cent. on the rateable value of the property payable by each occupier, but not less than 4 annas per mensem.

In other cases such as Government and Port Trust properties and large buildings, special rates are charged.

Town Duties.

Maximum rates leviable.

	Rs.	a.	p.
Grain of all sorts, per candy ...	0	6	0
Firewood, per candy	0	2	0
Wines and spirits, per imperial gallon	0	4	0
Beer, per gallon	0	0	6
Sugar, molasses, & goor, per cwt.	0	8	0
Ghee, per Bombay maund	0	10	0
Petroleum as defined in Petroleum Act (XII. of 1886) per Imperial gallon	0	0	6
Timber, exclusive of railway sleepers (on market value) ..	2½ p.ct.		

BOMBAY CHRISTIAN BURIAL BOARD.

OFFICE :—RAMPART ROW, MUNICIPAL OFFICES.

H. A. ACWORTH, C.S., Municipal Commissioner, *Ex-officio* Chairman.

MEMBERS.

The Venerable Archdeacon, A. G. Lewis.
The Rev. T. H. Greig.
The Rev. J. Hœne, S.J.
The Chaplain of Colaba.
The Chaplain of Byculla.
The Rev. John Forgan.
Captain Crowder.
J. F. Vaz, Esq.

H. Wynford Barrow, *Hony. Secretary.*

The members of this Board are appointed by the Local Government, and have the management of Sewree Cemetery, for which purpose they have certain powers conferred on them, including the licensing of Undertakers.

The hours for funerals are half-past-six in the morning, and half-past five in the evening, or as nearly so as practicable.

The fee for each interment is Rs. 5, subject to reduction or remission by the Board in special cases.

No fee is charged for the interment of the bodies of British Soldiers and Non-Commissioned Officers, Seamen and Petty Officers of the Royal Navy and Indian Marine, and Pensioners of those grades.

Visitors are cautioned against giving gratuities to the servants at Sewri.

POLICE COMMISSIONER'S OFFICE—Parell Road, Byculla.

Colonel W. H. WILSON, J.P., Commissioner of Police.
H. G. GELL, Deputy Commissioner of Police. (On furlough.)
J. C. Crummy, *Acting*.

Bombay Fire Brigade.

Under the Orders of the Municipal Commissioner.

W. Nicholls, Chief Officer.
W. Whitaker, Supt. and Head Engineer.
H. Holmes, District Foreman.
G. F. Weston, do.
F. Smith, do.
W. R. Foster, do.
J. Robinson, do.
R. Mackay, do.

FIRE-ENGINE STATIONS.

Hornby Row.
Paidhowny.
Duncan Road.
Byculla.
Chinchpoogly.
Mahim.
Parell.
Malabar Hill.
Gowalia Tank.

PRESIDENCY MAGISTRATES' COURTS—Esplanade.

C. P. COOPER, Chief Presidency Magistrate.
W. R. HAMILTON, Second Magistrate.
W. C. WEBB Third Magistrate.
Khan Bahadur P. H. DASTUR, M.A., Fourth Magistrate.
A. W. LESTER, Chief Clerk.

BOMBAY JAIL.—HOUSE OF CORRECTION—Byculla.

Capt. W. P. Walshe, Supt., House of Correction, & Governor, Govt. Workhouse
Surg.-Lieut.-Col. G. Waters, Surg. to the County Jail and House of Correction.
A. G. Mackenzie, Resident Supt. of the Common Jail.

CORONER FOR THE CITY OF BOMBAY.—DR. THOS. BLANEY.

MERCANTILE DIRECTORY.

BOMBAY CHAMBER OF COMMERCE.

J. L. Symons, Esq., *Chairman.* | R. S. Campbell, *Deputy Chairman.*

A. H. Campbell, Esq.
J. M. Maclean, M.P.
W. Rathborne, M.P.
Colonel L. Conway-Gordon.
The Right Hon. Lord Reay, LL.D., G.C.I.E.
} *Hon. Members.*

Messrs. Aldridge, Salmon & Co.
,, Bates (Edward) & Co.
,, Blascheck (A.) & Co.
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C. Heiniger signs *per pro.*

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Corresponding Firm.

Gustav Flemming, Hamburg.

Janni, Jos., Agent General for Austrian Lloyd's Steam Navigation Co., 50, Church Gate Street.

Kemp & Co., Ld., Pharmaceutical Chemists and Wholesale Druggists, Sassoon House, Church Gate Street.

Laboratory: Armenian Lane; Branch: Cumballa Hill and Byculla.
John Bristed, General Manager, signs the firm.

Corresponding Firm.

H. B. Sleeman, 84, Leadenhall Street, London, E.C.

Kerr, Tarruck & Co., Merchants, 38, Elphinstone Circle.

W. B. Jameson, London.
Bepin Behari Sircar, Calcutta.
Nalin Behari Sirkar, do.
Charles Worthington, signs *per pro.*
Thomas Sharples, do.

Corresponding Firms.

Kerr, Tarruck & Co., Calcutta and Karachi.

Killick, Nixon & Co., Merchants, Elphinstone Circle.

R. P. Nixon, Europe.
R. B. Sedgwick, Europe.
Hon. L. R. W. Forrest, Bombay.
F. A. Reddie, signs the firm.
H. E. E. Procter, signs *per pro.*

Corresponding Firms.

Preston, Nixon & Co., Liverpool
Ed. Lawrence & Co. (Shipping).

King, King & Co., Bankers and East India Agents, Standard Buildings, Hornby Road.

Sir Henry Seymour King, C.I.E., M.P., Europe.
T. W. Cuffe, Manager.
A. H. King, Assistant.
A. Taylor, do.
W. Milne, do.
W. A. Haig Brown, Assistant.
H. Winkler, do.
A. H. King, signs *per pro.*

Corresponding Firms.

Henry S. King & Co., London.
King, Hamilton & Co., Calcutta.
King, Baillie & Co., Liverpool.
Arbuthnot & Co., Madras.

Laidlaw and Whiteaway, Drapers and Outfitters, 47, Esplanade Road.

R. Laidlaw, Calcutta.
E. Whiteaway, do.
V. E. Evans, Manager, signs *per pro.*

Langner, R. (successor to Max Minck) Jeweller, Optician, Watchmaker and Engraver, Hornby Road.

R. Langner, sole Proprietor.

Latham, Abercrombie & Co., Merchants, Elphinstone Circle.

Geo. Handasyde Dick, Europe.
A. Latham, do.
A. Abercrombie, do.
Alexander Macdonald, do.
J. Black, Bombay.
R. S. MacNab, signs *per pro.*

Corresponding Firm.

Wilson, Latham & Co., Manchester.

Latham & Co., Army, Banking, Landing, Shipping, and Commission Agents, General Carriers and Contractors, and Proprietors of the *Home Express*, 48, Church Gate Street.

J. Humphrey, sole Proprietor.
R. Pescio, signs *per pro.*

Corresponding Firms.

Geo. W. Wheatley & Co., London and Liverpool.
Balmer, Lawrie & Co., Calcutta.
Latham & Co., Karachi. [London.
J. T. Obree & Co., Southampton &
McDowell & Co., Madras.
A. W. White & Co., Portsmouth.
Maynard, Harris & Co., London.
Davidge and Long, London.
Allen Brothers & Co., London.
Managing Agents for the Army & Navy Co-operative Society, Ld., London.
United States Express Co. of New York. [bourne.
McCulloch Carrying Co. of Mel-

Latimer (James H.) & Co., Merchants, Engineers & Agents, 40, Forbes St.

James H. Latimer, Bombay.

Lund, Blockley and Carter, Clock and Watch Manufacturers, Silversmiths, and Jewellers, by Royal Warrant to H. M. the Queen-Empress; Manufacturers to the Government of India, &c. &c., Rampart Row, Bombay; East Street, Poona.

Geo. Lund, Bombay.
Walter Carter, do.

Corresponding Firm.

Herbert Blockley, 41, Duke Street, St. James'.

Lyon & Co., Merchants, 24, Esplanade Road.

George Lord, Europe.
Thos. Comber, do.
Edmund Lord, do.
Edward Comber, do.
C. S. Lyon, do.
A. W. Lyon, do.
Geo. Comber, do.
A. F. Beaufort, Bombay.
N. S. Glazebrook, do.
C. H. Armstrong, signs *per pro.*
E. Stubbs, Assistant.
Geo. Lord, Junior Assistant.

Corresponding Firms.

Lyon, Lord & Co., Manchester.
Lyon, Comber & Co., Liverpool.

Macdonald (C.) & Co., Merchants, 29, Apollo Road.

Charles Macdonald, Manchester.
Edward Miller, do.
J. W. Brown, Bombay.
E. Yeo, signs *per pro.*

Corresponding Firms.

Macdonald, Miller & Co., Manchester.
Edward Miller & Co., Glasgow.
Macdonald & Co., Karachi.

Mackintosh, James, & Co., Freight Brokers, and Steamer and Ships Agents, Elphinstone Circle.

Chubildas Lulloobhoy, Bombay.
J. R. K. Johnson, London.
Chas. J. Kidd, Bombay.

Corresponding Firms.

James Mackintosh & Co.
Africa House, 46, Leaden Hull Street, London, E. C.

Mackinnon, Mackenzie & Co., Merchants, Green Street.

Sir Wm. Mackinnon, Bart., C.I.E., Europe.
Peter Mackinnon, Europe.
Neil McMichael, do.
Duncan Mackinnon, do.
W. P. Alexander, do.
E. D. Wylle, Calcutta.
Jas. L. Mackay, do.
W. Currie, do.
M. C. Turner, Bombay.
H. O. Campbell, Assistant.
W. Phipps, do.
Wm. C. Keith, do.
D. Carmichael, do.
P. McNeill, do.

Corresponding Firms.

Mackinnon, Mackenzie & Co. Calcutta.
Wm. Mackinnon & Co., Glasgow.
Gray Dawes & Co., London.
Mackinnon, Frew & Co., Liverpool.
McIver Mackenzie & Co., Karachi.
Smith Mackenzie & Co., Zanzibar.

Marcks & Co., Ld., Diamond and Gem Merchants, Jewellers, Watchmakers, Opticians, and Importers of Pianofortes and Bicycles and Tricycles, 43, Esplanade Road.

C. R. Marcks, Managing Director, Bombay.
Walter W. Procter, signs *per pro.*

Corresponding Firms.

Schiedmayer & Soehne, Stuttgart.
Julius Blüthner, Leipzig.
John Brinsmead and Sons, London.
Gebrüder Knoke, Munster Germany.
The Bell Organ and Piano Co., Canada.
Dr. A. Menist, Amsterdam.
Starley and Co., Coventry.
Rawson Brothers, Sheffield.
Hillman, Herbert and Cooper, Coventory.

Marshall, John, Merchant, and Secretary, Chamber of Commerce, Parsee Bazaar Street.

Corresponding Firm.

Dobson and Barlow, Limited, Bolton

Martin & Co., (successors to Walsh, Lovett & Co.), Engineers and Contractors, 60, Tamarind Road, Fort.

T. A. Martin, Bombay.
W. R. Flavin, A.M.I., C.E., Bombay.
W. H. Cavendish, B. Sc., Bombay.
W. Flewker, signs *per pro.*

Corresponding Firms.

Martin & Co., Calcutta, Benares, Water-works, Cawnpore, and Lucknow.

Moore, Thos. H., & Co., Merchants, Hummum Street.

Thos. H. Moore, Europe.
James Moore, Bombay.
H. B. Thurburn, signs the firm.
P. D. Setna, signs *per pro.*

Corresponding Firms.

Moore Bros. & Co., Liverpool.
J. P. Alpe & Co., London.

Muraglia, F., & Co., Merchants, Apollo Bunder.
Hajee Sulleman H. Wahed, Bombay.
Jamnadas Bhugwandas, Bombay.

Corresponding Firm.

F. Muraglia & Co., Carrara, and Italy.

Murcott, Price & Co., Merchants, Parsee Bazaar Street.
Alfred Murcott, Europe.
Arthur W. Price, Birmingham.
Naorojee Rustomjee Narielwala, signs *per pro.*

Corresponding Firm.

A. Murcott & Co., Birmingham.

M. A. Patheria, Merchant and Commission Agent, 39, Forbes Street, Fort.

Corresponding Firms.

A. Misrahi, Paris.
Ed. Kanitz & Co., Vienna.
Herrman & Loth, Paris.

Nebel, W. H., & Co., Merchants, 30, Custom House Road.
W. H. Nebel, Leipsic.
J. Rascher, signs the firm.

Corresponding Firms.

W. H. Nebel, & Co., Leipsic, Delhi, and Cawnpore.
Head Office:—W. H. Nehel, Leipzig, Germany.

N. Hate & Co., Electroplaters, Gilders, Tailors and General Merchants, Girgaum, Palas, Road, near Newwady Lane.
N. Hate, signs *per pro.*

Owen and Okell, Merchants, Bank Street.
D. E. Owen, Liverpool.
Geo. Okell, Liverpool.
G. McLaren, Bombay.
R. R. Owen, do.
W. J. A. Foulkes, signs *per pro.*

Corresponding Firm.

Okell and Owen, Liverpool,

Phillips & Co., Ld., Manufacturing Chemists, Wine and General Merchants, Bombay, Byculla Poona and London.
B. Phillips, General Manager.
P. C. Beck, Manager, Poona.

Corresponding Firm.

Phillips & Co., Ld., 16, Finsbury Circus, London.

Phipson & Co., Merchants, 6, Apollo Street.
H. M. Phipson, Bombay.
W. S. Millard, signs *per pro.*

Corresponding Firms.

Carstairs and Robertson, Leith, N. B.
Curlier Freres, Cognag.
C. Marey & Liger-Belair, Côtes d' Or.
J. Saccone, Gibraltar.
Cossart Gordon & Co., Madeira.
Rodwell & Co., London.
Kidd and Shadbolt, London.
A. de Luze et Fils, Bordeaux.
P. J. Valckenberg, Wormsam, Rhein.
Leacock & Co., Madeira and Canary Is.
Page and Sandeman, London.
James Cathcart & Co., Leith.
Frank Bailey & Co., London.
Chri topher & Co., London.
Nathl. Johnston & Sons, Bordeaux.
Pommery and Greno, Rheims.
Justerini & Brooks, London.
Williams and Humbert, Gibraltar and London.
Charles Mackinlay & Co., Leith, N. B.
Veuve Monnier et ses fils, Rheims.
Van Zellers & Co., Oporto.
Sir Robt. Burnett & Co., London.
Andrew Rowan, Melbourne.
Ayala & Co , Ay.
Cockburn Smithes & Co., London.
E. F. Young, Ceylon.

Prier de Saone & Co., General Merchants, Sassoon House, Elphinston-Circle.
Ad. Prier de Saone, Europe.
Eug. Seguer, Havre.
G. Prier de Saone, signs *per pro.*
H. Stauber, do.

Corresponding Firm.

Eug. Seguer, Havre.

Punnett, F. S., Merchant, Tamarind Lane.
Frank S. Punnett, England.
A. R. Lowjee, Bombay.

Corresponding Firms.

Rehder & Co., London.
Fairbanks & Co., New York.
Milner's Safe Co., Liverpool.

Ralli Bros., Merchants, Esplanade Road.
Alex. Pallis, Bombay.
R. G. Giro, do.

Corresponding Firms.

Ralli Brothers, London, Liverpool, Manchester, New York, and Calcutta.
Ralli, Schilizzi, and Argenti, Marseilles.
Ralli Brothers, Agency, Karachi.

Raphael & Co., Tea Merchants, 16, Dalal Street, Fort.
Munjee Currimbhoy, Manager, signs *per pro.*
Nazarali Munjeebhoy, Assistant.
Cassumali Munjeebhoy.

Corresponding Firm.

R. S. Raphael, Shanghai.

Richardson and Cruddas, Engineers, Founders, Contractors and Metal Merchants, Principal Works & Metal Mart, Parel Road, Byculla; Branch Factory and Stores, Nesbit Road, Mazagon.
W. Richardson, Europe.
N. Richardson, Jr., Europe.
E. H. Elsworthy, A.M.I.C.E., M.I. M.E., Bombay.
W. G. Wilson, Bombay.
G. F. Horbury, A.M.IC.E., Bombay.

Corresponding Firm.

Richardson and Hewett, London.

Ritchie, Steuart & Co., Merchants, Elphinstone Circle.
J. G. Smith, Europe.
Charles Douglas, Bombay.
Magnus Mowat, Europe.
F. C. Macrae, signs *per pro.*
L. B. Ker, do.

Corresponding Firms.

Finlay, Campbell & Co., London and Manchester.
Jas. G. Smith, Liverpool.
Ritchie, Steuart & Co., Karachi.

Rogers & Co., Merchants and General Agents, Hummum Street.
Thomas Rogers, Sole Proprietor, Bombay.
G. H. Heffernan, signs *per pro.*

Corresponding Firms.

F. P. Baker & Co., London.
Hayward Tyler & Co., London.
Peter Harrower, Glasgow.

Rose, S., & Co., Importers of Music, Organs, Pianos, Musical and Band Instruments, 21, Rampart Row.
E. S. Eden, Europe.
W. W. Glenn, Bombay.
G. D. Traylen, signs *per pro.*

Corresponding Firms.

Harold & Co., Calcutta.
S. Harraden & Co., London.

Sassoon, David, & Co., Merchants, 4, Forbes Street.
Sir Albert D. Sassoon, Bart., C.S.I., Europe.
R. D. Sassoon, Europe.
Arthur D. Sassoon, Europe.
Edward A. Sassoon, do.
S. D. Sassoon, Bombay.
Selim S. Solomon, signs the firm.
S. E. Shellim, signs the firm.
S. M. Moses, do.

Corresponding Firms.

David Sassoon & Co., London, Manchester, Liverpool, and Calcutta.
D. Sassoon, Sons & Co., Hongkong and Shanghai.

Sassoon, E. D. & Co., Merchants and Bankers, Rampart Row.
Edward E. Sassoon, London.
Meyer E. Sassoon, London.
J. E. Sassoon, Bombay.
R. H S. Isaacs, signs full.
S. Abraham, do.
N. S. E. Missini, do.

Corresponding Firms.

E. D. Sassoon & Co., London, Manchester, Hongkong, Shanghai and Calcutta.

Sauquet, F., & Co., Merchants, 34, Elphinstone Circle.

Fernand Sauquet, Havre.
W. Thacker, signs *per pro.*
D. Morris, do.

Corresponding Firm.

Fernand Sauquet, Havre.

Schneider, Alex., Victoria Buildings, 15, Parsee Bazaar Street, Merchant and Manufacturers' Agent. Head Office, Lyons. Branches: Calcutta, 86, Canning Street, Karachi, and Delhi.

M. Scherer, signs *per pro.*

Scott, James, & Co., Merchants and Engineers, 40, Forbes Street.

J. Scott, Europe.

Shallis, F. W., Agent, Engineer, and Importer of Machinery, 7 and 9, Marine Street.

F. W. Shallis, Bombay.

Corresponding Firms.

Nasmyth Wilson & Co.
Pulsonetu Engineering Co.
Greenwood and Batley.
W. Bagnall.
Aveling and Porter.
Ransomes Sims and Jefferies.
E. H. Viellogg & Co.
C. Duckering.
Cocker Brothers.
Henry Pooley and Sons.
Setlow Brothers.

Soares, H. F., & Co., Merchants and Commission Agents, Marine Street.

H. F. Soares, Bombay.

Corresponding Firms.

Craig, Baldry & Co., London.

Soares, Joseph, & Co., Merchants, 71, Apollo Street.

Joseph Soares, Bombay.

Corresponding Firms.

N. P. Nathan's Sons, Manchester.
Gumprecht & Stewart, Glasgow.
G. Atherton & Co., Liverpool.

Soundy & Co., Ld., General Importers, Pianoforte-makers & Dealers in Musical Instruments, Rampart Row.

A. F. Soundy, Secretary & Manager.
A. B. Easton, Assistant.
F. S. Dove, do.
P. C. Rodrigues, do.

Corresponding Firm.

J. Bruce, Gillon & Co., London.

Spinner, Emil & Co., Merchants, 31, Esplanade Road.

Emil Spinner, Bombay.
Emil Honegger, do.
Ferdinand Spinner, Europe.
John Spinner, signs *per pro.*

Corresponding Firms.

Emil Spinner & Co., Manchester.
Steiner, Heyerle and Co., Zurich.
S. L. Behrens & Co., Manchester.

Steffenauer & Co., Musical Depôt, Watch and Clockmakers, and Jewellers, 6, Church Gate Street.

L. Steffenauer, Bombay.
M. Alveras, do.
E. C. Oliver, signs *per pro.*

Corresponding Firms.

Agents: J. M. G. & Co., Germany, and John G. Murdoch and Co., Ld., London.

Thacker & Co., Ld., Booksellers, Stationers, and Importers of Scientific Instruments, &c., Sirdar's Buildings, Hummum Street.

N. Randle, Secretary and Manager
F. W. Gymer, Assistant.
J. Andersen Clarke, do.
D. C. Gillespie, do.
C. W. Bond, do.

Corresponding Firms.

Thacker, Spink & Co., Calcutta.
W. Thacker & Co., London.

Thorpe & Co., Tailors and Outfitters, &c., Rampart Row.

Z. R. Barfield, Bombay.
F. Blyth, do.

Treacher & Co., Ld., Chemists, and Wine & General Merchants, Rampart Row, Byculla, Poona, & Mahableshwar.

W. Carter, General Manager.
J. L. Jenkins, Manager, Poona Establishment.

Corresponding Firm.

Treacher & Co., Ld., 38 A King William St., London.

Volkart Brothers, Merchants, Apollo Road, Fort.

G. G. Volkart, Europe.
Th. Reinhart, do.
Aug. F. Ammann, do.
J. Steiner, signs the firm, Europe.
L. Aeppli, signs *per pro.*
E. Müller, do.
A. Francke, do.
R. Wehrli, do.

Corresponding Firms.

Volkart Brothers, Winterthur (Switzerland), London, Colombo, Karachi, Cochin, Tellicherry, Tuticorin, Madras, and Delhi.

Wallace & Co., Merchants, Elphinstone Circle.

L. A. Wallace, Europe.
A. F. Wallace, do.
W. R. Macdonell, Bombay.
R. H. Macaulay do.

Corresponding Firms.

Wallace Brothers, London.
Glazebrook, Steel & Co., Manchester.

Walter Nutter & Co., Merchants, Elphinstone Circle.

Walter Nutter, Europe.
John Nutter, do.
H. Jamsetjee Mistry, signs *per pro.*

Corresponding Firms.

Walter Nutter & Co., London.
Blundell, Spence & Co., Limited, London.

Watson & Co., Military, Civil and Naval Outfitters, 1, Church Gate Street.

J. P. Watson, Bombay.
A. J. Evans, Manager.
E. Pennie, Assistant.

Corresponding Firm.

J. Watson & Son, 428, Oxford Street, London.

Watson, William, & Co., Bankers and Agents, 28, Apollo Street.

Wm. Watson, London.
Paul Pfleiderer, do.
M. T. Carroll, Chief Manager in India.
Arthur Randle, signs *per pro.*, Bombay.
A. B. Truefitt, Manager, signs *per pro.*, Karachi.

Corresponding Firms.

William Watson & Co., 27, Leadenhall Street, London, E. C., Agents, and Trafalgar Buildings, London, and Northumberland Avenue, London.
Allen Brothers, Calcutta.
Oakes & Co., Madras.
Parry & Co., do.
William Watson & Co., Bunder Road, Karachi.
A. Scott & Co., Rangoon.
E. B. Creasy, Ceylon.

Wilkinson, Heywood and Clark, Varnish and Colour Manufacturers, Tamarind Lane.

J. S. C. Heywood, Europe.
A. A. Clark, do.
Walter D. Graham, signs *per pro.*

Corresponding Firms.

Wilkinson, Heywood and Clark London.
Heywood, Clark & Co., Liverpool.
Wilkinson, Heywood and Clark, Paris.

Wright & Co., Chemists, Druggists and General Merchants, Mint Road, Fort.

Corresponding Firm.

Cama Moolla and Co.

NATIVES.

Ardaseer Framjee Moos, Merchant, 16, Dalal Street, Fort.

Corresponding Firms.
Griffith, Farran & Co., London, Agents.

B. J. Buxey & Co., Landing, Shipping, Forwarding and Commission Agents, Green Street, opposite the Bank of Bombay.

B. J. Buxey, Bombay.

Corresponding Firms.
D. P. Cama & Co., London.
J. Thredder Son & Co.. London.
Hickie Borman & Co., London and Southampton.
P. Laffitte, Bordeaux.
Murray & Co., Lucknow, Meerut, Nyni Tal, and Karachi.
Peake, Allen & Co., Lucknow.
Eduljee & Co., Lucknow.
Nundo Mohan Banerjee & Co., Calcutta.
The Crown Brewery Co., Ld., Mussoorie.
The Murree Brewery Co., Ld., Gora Gully, Rawal Pindee, and Newara Eluja, Ceylon.

Balcristna Sazba & Co., Merchants and Commission Agents, Sadasive Street, Girgaum Back Road.

Balcrustna Sazba.
Eknath Balcrustna.

Corresponding Firms.
Dorling & Co., London.
C. Millington & Co., London.
H. W. Caston & Co., Type Founders, London.
John Dickinson & Co., London.
Other Paper Manufacturers in London.

Bhaskarao Balcrushnajee Pitale, J.P., Pallow Road. Chira Bazar, Bombay.
His Highness the Maharaja Gaekwar's Durbar Vakeel in Bombay.

Bolton & Co., Wine, Provision, and General Merchants, Esplanade Road.

Ardaseer Dhunjibhoy.
Dinshaw Dhunjibhoy.

Bomanjee Maneckjee Punthukee, Merchant, Mody Street, and Rampart Row, East.

Corresponding Firms.
Cursetjee & Co., Kamptee, Nagpur, Raipur, Jabalpore, and Secunderabad.
Frederick Jones, London.
Crosse and Blackwell, do.
Henri Telot, Paris.

Cowasjee Brothers, Merchants, 75, Apollo Street.

Dadabhoy Byramjee, London.
Cowasjee Byramjee, Bombay.
Rustomjee Byramjee, New York.
Pestonjee Byramjee, London.
Dorabjee Fardoonjee Watcha, New York.

Corresponding Firms.
Dadabhoy & Co., New York, London, Aden, Hodeida, and Mussowa.

Cowasjee Dinsha and Brothers, Merchants, 23, Meadow Street.

Cowasjee Dinsha.
Dorabjee Dinsha.
Hormusjee Cowasjee Dinsha, signs the firm, Aden.
Kaikobad Cowasjee Dinsha, signs the firm, Bombay.
Muncherjee Dorabjee Dinsha, signs the firm, Zanzibar.
Rustomjee Dorabjee Dinsha, Asst. Manager, Aden.

Corresponding Firms.
Bombay, Aden, Hodeida, and Zanzibar.

Cowasjee Jamsetjee, Commission, Steamer and Ship Agent and General Merchant, 27, Apollo Street.

Hormasjee Cowasjee Dajighandy, Bombay.
Cowasjee Jamsetjee, signs the firm.

Corresponding Firms.
Edaljee Maneckjee's Son, and Muncherjee Eduljee Maneckjee, Steamer Point, Aden.
Société de l'Anti-Cartre Végétal Bretel, Marseilles.
L'Agence Commerciale, Paris.

Cowasjee C. Mehta & Co., Merchants and Commission Agents, 21, Apollo Street.
Cursetjee Cowasjee Mehta, Proprietor.
Corresponding Firms.
Wm. Meyerstein & Co., London.
Meyerstein, Macfadyen & Co., Manchester.
V. Versepuy & Co., Paris.

D. Chothia & Co., Merchants and Commission Agents, 11, Hornby Road.
D. D. Chothia.
Corresponding Firms.
D. P. Cama & Co., London.
Fracis, Times & Co., London.
Malcolm, Brunker & Co., London.
Simon Israel & Co., Hamburg.
Alex. Schneider (France).
Mahomed Rahim Suffar, Bushire
G. O. Rasch and Lussenhoff, Hamburg.

Dadabhoy Hormusjee & Co., Merchants and Abkari Contractors, Elphinstone Circle.

D. P. Batha & Co., Merchants, Apollo Road.
D. P. Batha.
Ardeshir Eduljee, signs *per pro.*
Corresponding Firms.
F. H. Brown & Co., Bordeaux.
A. J. Liantier, do.
Y. Veruin & Co., Manchester, Paris, and Lyons.
César Gleize, Marseilles.
Schoiers & Co., Antwerp.
Henry Kaufmann and Sons, Solingen, Germany.

D. R. Dady & Co., Merchants and Commission Agents, Church Gate Street.
Corresponding Firms.
D. R. Dady & Co., London.
R. F. & J. Alexander & Co., Glasgow.

D. R. Kerawala & Co., Ship Chandlers and Mill Store Suppliers, 299, Chira Bazaar.
Corresponding Firms.
Eagle Non-Conducting Cement Company, London.
D. R. Kerawala, signs *per pro.*

Denison & Co., Wine and General Merchants, and Aerated Water Manufacturers, Sole Agents for Messrs. Croft Mody & Co., 33, Hummum Street.
Kekhasbru Jamsetji Mody, Proprietor.
Corresponding Firm.
The Southern Kangra Tea Co., Palanpur.

Dinshaw D. Curranee & Co., Merchants and Commission Agents, 5, Cowasjee Patel Street, Fort.

Dosabhoy Merwanjee & Co., Merchants and American Agents, 6, Parsee Bazaar Street.

E. C. Banatwala & Co., Merchants & Comn. Agents, 101, Bazaar Gate St.
Edaljee Cursetjee Banatwala.
Jamsetjee Edaljee Banatwala.

Eduljee Framjee & Co., Merchants, Bombay Green.

Eduljee Pestonjee Asavaid, Agent in Bombay for Chubb and Sons, Lock and Safe Co., Ld., and Chubb's Box and Lockmart, John Jones' Gold and Silver Watches; Importers of Jas. McCabe's Gold Watches, 37, Parsee Bazaar Street, Fort.
Corresponding Firms.
Chubb and Sons, 128, Queen Victoria Street.
John Jones, 338, Strand, London.

Framjee Ardaseer Davur & Sons, Merchants and Commission Agents, 3, Bell Lane.
Framjee Ardaseer Davur.
Cowasjee Framjee Davur.
Ardaseer Framjee Davar.

Framjee Eduljee Dawur, Merchant and Commission Agent, Victoria Buildings.
Framjee Edaljee Dawur.
Heerjibhoy Framjee Dawur.
Corresponding Firms.
Clark, Wilson & Co., London Manchester, and Glasgow.

Framjee Eduljee & Co., Merchants, Victoria Buildings, Elph. Circle.

Framjee, Sands & Co., Merchants, and Agents for the Ceylon Government, Nesbit Lane.

John Sands, Europe.
Sorabjee Framjee, Bombay.
Bapoojee S. Framjee, signs *per pro.*
Kharsedjee S. Framjee, Assistant.

Corresponding Firms.

Frith, Sands & Co., London.
Reiss & Co., Hongkong and Shanghai.
Kingdom Schwabe & Co., Yokohama.
Bulloch Bros. & Co., Rangoon.

J. N. Wadia's Sons & Co., Merchants, Parsee Bazaar Street.

Nusserwanjee Jehangirjee Wadia, Bombay.
Pestonjee Maneckjee Nanavuty, signs *per pro.*

Corresponding Firms.

Caldwell Watson & Co., London.
D. C. Paton & Co., Glasgow.
Cunliffe Brothers, London.
G. Robinson & Co., Manchester.
Luel Voigt, Hamburg.

Jamsetjee Jejeebhoy, Sir, Bart., Merchant, 13, Borah Bazaar Street, Fort.

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Holy Trinity Church, Esplanade Road.
Methodist Church, Dean Lane.
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N. H. Gheesta, Esplanade Road.
Pirojsha Palonji, L.M. & S., Dhobi-talao.
Seervai, F. B., Hornby Road.
Stephens, T. H., Eldon Road.
Walton and Bromly, Dean Lane.

DRAPERS AND SILK MERCERS.

(*See Tailors, &c.*)

DUBASHES.

Byramjee Merwanjee, Marine Street.
Byramjee Pestonjee, Parsee Bazaar St.
Cowasjee Dinshaw, Meadow Street.
Cowasjee Jamsetjee, Apollo Road.
Cowasjee and Nusserwanjee, Military Square.
Cursetjee Muncherjee's Sons, Apollo Road.
Eduljee Rustomjee, Oak Lane.
Framjee Nusserwanjee, Marine Street.
Hormusjee Shapoorjee, Marine Street.
Hormusjee & Jamsetjee, Parsee Bazaar.
Jamsetjee Jebangir, Forbes Street.
Nanabhoy and Sorabjee, Dalal Street.
Nanabhoy Jamsedjee, Imperial Hotel Lane.
Pallonjee Framjee, Tamarind Lane.
Ruttonjee Romanjee, Forbes Street.
Sorabjee Jamsetjee, Apollo Road.

ELECTRO-PLATERS AND GILDERS.

Coobair, M., Military Square.
Dhanjibhai Dorabji, Bazar Gate St.
Jewanjee Cowasjee, Forbes Street.
Jost, C., & Co., Hornby Row Street.
Marcks & Co., Ld., Esplanade Road
M. N. Byramjee & Bros., Hornby Road.

ENGRAVERS ON WOOD, ETC.

Bapoojee Harischundra, Kalbedavie.
Salvation Stores, Esplanade.
Sir J. J. School of Art, Esplanade.

EXCHANGE BROKERS.

Benn and Baker, Tamarind Lane.
Best, W. J., Esplanade Road.
Bhicajee N. Pallonjee, Dalal Street.
Bromley, Thomas, Elphinstone Circle.
Bromley, C. T., Jr., Hornby Road.
Bullock, W., Tamarind Lane.
Cummulsey Premjee, Medows Street.
Douglas, James, Elphinstone Circle.
Drennan, J. M., Marine Street.
Harry, J., Tamarind Lane.
Hay, Andrew, Elphinstone Circle.
LeGeyt, Parsee Bazaar Street.
Merwanjee & Byramjee, Apollo Road.
Morrison, A., Rampart Row.
Nadursha and Dadaboy, Dalal Street.
Parminesdes, A., Tamarind Lane.
Pestonjee Dhunjibhoy Daver, No. 98, Khetwadi Back Road.
Reid, R. V., Elphinstone Circle.
Rich, J., Elphinstone Circle.
Robinson, G. P., Elphinstone Circle.
Ruttonsee and Hurjevan, Elphinstone Circle.
Sedgwick, F. W., Tamarind Lane
Symons, H. S., Elphinstone Circle.
Westall, J., Esplanade Road.
Westlake, John, Hornby Row.

FREIGHT BROKERS, ETC.

Balfour, J., Green Street.
Brooks, A. J., Green Street.
Byrne, and Co., Elphinstone Circle.
Davidas Luloobhoy, Dalal Street.
Dunlop, J. M., Elphinstone Circle.
Haag, G., Green Street.
Hunsraj Nansee, Elphinstone Circle.
Inzoli Brothers, Bruce Lane.
Mackintosh, Jas., & Co., Elphinstone Circle.
Menesse, A., Green Street.
Morris, W., Green Street.
Nanjee and Co., Fort.
Nixon, R. B., Sirdar's Buildings, Bruce Lane.
Pittamber Laljee, Bombay Green.
Scott, J., Elphinstone Circle.
Symons, N. S., Elphinstone Circle.

FURNITURE DEALERS.

Devarennes & Co., Tardeo
Dewjee Canjee & Co., Cabinet Makers, No. 6, Chukla Bazaar.
Jaffer Sulliman, Girgaum.
Jamsetjee Nowrojee, Byculla.
Jan Mahomed, Kalbadevi Road.
Khakeebhoy Pudumsey, Kalbadevi Rd.
Ludha Ebram & Co., Bellasis Road.
Nathoo Ebram, Kalbadevi Road.
Noormahomed Sulliman, Breach Candy Road.
Peeroo Veerjee, Breach Candy Road.
Roberts, J., and Co., Marine Street.
Watson & Co., Church Gate Street.

HAIR-DRESSERS.

Fucile, V., Royal Saloon, Esplanade Rd.
Pall Mall Hair Cutting Saloon, Esplanade Road.
Prince of Wales Hair Cutting Saloon, Kalbadevi Road.
Thomas, N. K., "The Roman Hair Cutting Saloon," Rampart Row.

HORSE DEALERS.

(See Commission Stables.)

HOTELS.

Adelphi Family Hotel, Clare Road, Byculla.
Apollo Bunder Hotel, Apollo Bunder.
Bombay Hotel, Tamarind Lane.
Byculla Hotel, Byculla.
Colaba Castle Hotel, Colaba.
Cumballa Hotel, Cumballa Hill.
English Hotel, Hornby Road.
Esplanade Hotel, Esplanade.
Fitzgerald Hotel, Parel Road.
Gaiety Hotel, Apollo Street.
Grant Road Hotel, Grant Road.
Great Western Hotel, Apollo Road.
Hawkin's Hotel, Clare Road, Byculla.
Imperial Hotel, Dalal Street.
London Hotel, Grant Road.
Malabar Family Hotel, Breach Candy.
New Railway Hotel, Byculla Road.
Prince of Wales Hotel, Marine Street.
Taylor's Hotel, Medows Street and Middle Colaba. [Dock.
Victoria Hotel, Frere Road, Prince's
Wellington Hotel, Forbes Street.

HOUSE AGENTS.

B. Sakharamjee & Co., Bell Lane.
Flower, E. W., Hummum Street.
P. Byramjee, Hornby Road.
R. Kolajee and Co., Medows Street.
S. Byramjee, Dean Lane.

ICE COMPANIES.

Bombay Ice Manufacturing Co., Bell Lane and Mody Bay.
Boyd's Ice Co., Mody Bay.
Deccan Ice Co., Bell Lane.
Kurrachee Ice Co., Elphinstone Circle.
Maharani Ice Manfg. Co, Ld., Armenian Lane.

ICE-CONFECTIONERS.

Apollo Refreshment Rooms, Apollo Bunder.
B. Shapurjee, Esplanade Road.
British India Refreshment and Billiard Room, Hornby Road.
Carnaghia, F., Medows Street.
Criterion Apollo Street.
Dinshah Sorabji, Medows Street.
F. Peleti, Confectioner, Meadow Street.
Hiersch, M., Vienna Ice Confectionary, Church Gate Street.
Morenas & Co., Meadow Street.
Pallonjee Sorabjee & Co., Apollo Road.
Pearse & Co., Sirdar's Buildings, Apollo Road.
The Elphinstone Bar, Marine Street.
The Empress of India Refreshment Room, Hornby Road.
The Grand Billiard Room, Apollo Road.

INSURANCE OFFICES.

Atlas Insurance Co., Forbes Street.
Baden Marine Insurance Co., Marine Street.
Batavia Sea and Fire Insurance Company, Marine Street.
Bombay Fire Insurance Company, Limited, Elphinstone Circle.
British and Foreign Marine Insurance Company, Elphinstone Circle.
Caledonian Fire Insurance Co., Apollo Road.
Canton Insurance Offices, Church Gate Street.
China Traders' Insurance Company, Limited, Tamarind Lane.
Church of England Assurance Institution, Elphinstone Circle.
City of Glasgow Life Assurance Co., Green Street.
Colonial, Marine & Fire Insurance Co., of New Zealand, Parsee Bazar Street.
Colonial Maritime Insurance Company, of Mauritius, Tamarind Lane.
Colonial Sea and Fire Insurance Co., Forbes Street
Commercial Union Assurance Co., Apollo Road.

Empire Fire Insurance Co., Ld., Parsee Bazaar Street.
Fire Insurance Association, Parsee Bazaar Street.
Fire Insurance Company (Insulinde), Marine Street.
Fire Insurance Co., of 1877, Marine St.
Fortua Insurance Co., Apollo Road
General Insurance Co., of Dresdon, Hummum Street. [Road.
General Marine Insurance Co., Apollo
General Life and Fire Assurance, Forbes Street.
German Lloyd Marine Insurance Co., Ld., Hummum Street.
Hamburg Bremen Fire Insurance Co., Marine Street.
Home and Colonial Marine Insurance Co., Green Street.
Imperial Fire Insurance Co., of London, Elphinstone Circle.
Indian Guarantee and Suretyship Association, Ld., Hornby Road, Albert Buildings.
Indian Imperial Marine Insurance Co., Ld., Forbes Street.
Lancashire Insurance Co., Parsee Bazaar Street.
London Assurance Corporation for Life, Marine and Fire Assurance, Tamarind Lane.
London and Lancashire Fire Insurance, Forbes Street.
London and Lancashire Life Assurance Co., Parsee Bazaar Street.
London Provincial Fire Insurance Co., Forbes Street.
London and Provincial Marine Insurance Co , Ld., Elphinstone Circle.
Lubeck Fire Insurance Company, Marine Street.
Manchester Fire Assurance Company, Church Gate Street.
Manchester Underwriters' Association, Church Gate Street.
Mannheim Insurance Co., Apollo Road.
Marine Insurance Co., Rampart Row.
Mercantile Marine Insurance Co., of South Australia, Tamarind Lane.
Merchants' Marine Insurance Company, Limited, Forbes Street.
National Assurance Co., of Ireland.
National Guarantee and Suretyship Association, Limited, Tamarind Lane.
Netherland Fire Insurance Company, Bell Lane.
Netherlands Sea and Fire Insurance Company, Green Street.
New York Life Insurance Co., Apollo Road.
New Zealand Insurance Co., Green St.
North British and Mercantile Insurance Co., Elphinstone Circle.
North British and Mercantile Insurance Company, Tamarind Lane.
North China Insurance Company, Apollo Road.
North German Fire Insurance Company, Marine Street.
Northern Assurance Co., Marine St.
Northern Fire Life Assurance Co., Elphinstone Circle.
Norwich Union Fire Insurance Society, Parsee Bazaar Street.
Ocean Marine Insurance Co., of London, Elphinstone Circle.
Oriental Govt. Security Life Assurance Co., Ld., Hornby Rd., Albert Buildings.
Oriental Loan Association Co., Limited, Hornby Road, Albert Buildings.
Phœnix Fire Assurance Company, Church Gate Street.
Phœnix Fire Insurance Co., Parsee Bazaar Street.
Positive Government Security Life Assurance Co., Ld., Green Street.
Prussian National Insurance Company, Apollo Road.
Queen Insurance Co., Elphin. Circle.
Reliance Marine Insurance Co., Ld., Forbes Street.
Royal Exchange Assurance Corporation of Marine & Fire, Church Gate Street.
Royal Insurance Company, Bombay Agency, Hummum Street.
Samarang Sea and Fire Insurance Company, Marine Street.
Scottish Imperial Insurance Company, Forbes Street.
Scottish Union and National Insurance Co., Elphinstone Circle.
Singapore Insurance Co., Ld., Fire and Marine, Church Gate Street.
South Australian Insurance o., Ld., Esplanade Road.
South British Fire & Marine Insurance Co. of New Zealand, Apollo Road.
The Alliance Assurance (Fire and Life) Company, Esplande Road.
The Canton Insurance Office Ld., Church Gate Street. [Row.
The Chinese Insurance Co., Rampart
The Donan Insurance Society of Vienna, Church Gate Street.
The Hongkong Fire Insurance Co., Ld., Church Gate Street.

The Imperial Life Insurance Co., Rampart Row.
The Indian Fire Insurance Co., Ld., Parsee Bazaar Street.
The Indian Imperial Marine Insurance Co., Green Street.
The International Marine Insurance Co., Ld., Elphinstone Circle.
The Kaiser-i-Hind Fire Insurance Co., Ld., Green Street.
The Liverpool and London and Globe Insurance Company (Fire and Life), Elphinstone Circle. [Row.
The Marine Insurance Co., Rampart
The Mauritius Marine Insurance Co., Elphinstone Circle.
The Ocean Marine Insurance Co., of Mauritius, Elphinstone Circle.
The Prince of Wales Fire Insurance Co., Ld., Forbes Street.
The Second Colonial Sea and Fire Insurance Co., Green Street.
The Southern Insurance Co., Ld., Elphinstone Circle.
The Standard Life Assurance Company, Rampart Row, Albert Buildings.
The Standard Marine Insurance Company, Ld., Elphinstone Circle.
The Straits Fire Insurance Co., Ld., Parsee Bazaar Street.
The Straits Insurance Co., Ld., Parsee Bazaar Street.
The Sun Fire Office, Elphin. Circle.
The Union Marine Insurance Co., Ld, of Liverpool, Elphinstone Circle.
Transatlantic Fire Insurance Co, Ld., Marine Street.
Transatlantic Marine Insurance Co, Ld., of Berlin, Parsee Bazaar Street.
Triton Insurance Co., Elphin. Circle.
Union Assurance Society, Forbes St.
Union Fire and Marine Insurance Company of Liverpool, E. Circle.
Union Insurance Society of Canton, Church Gate Street.
Universal Marine Insurance Company, Apollo Road.
Yangtsze Insurance Co., Green Street.

IRON-MONGERS, FOUNDERS, ETC.

Alcock, Ashdown & Co., Carnac Iron Works and Mazagon.
Eduljee Shapoorjee, Napier Foundry, Foras Road, Byculla.
Richardson & Cruddas, Nesbit Road, Fort and Mazagon.
Sorabjee Shapoorjee & Co., Bombay Foundry, Khetwady.
The Ripon Iron Works, Carnac Bunder.

JEWELLERS.

Army and Navy Co-operative Society, Sirdar's Buildings, Apollo Street.
Balgovind and Nasarwanjee, Hornby Road.
Brandon & Co., Esplanade Road.
Burjorjee A. Bhesania, General Merchant and Commission Agent, Abdulrehman Street.
Cursetiee Cowasjee, Meadow Street.
D. R. Pundole & Co., Church Gate St.
Favre-Leuba & Co., Rampart Row.
Govind & Balla, Church Gate Street.
Gowmul Jethmul, Rampart Row.
Hamilton & Co., Esplanade Road.
Hurjeemal & Co., Rampart Row.
Kanny & Co., Forbes Street.
L. Steffenauer, Church Gate Street.
Lund, Blockley and Carter, Esplanade Road.
Marcks & Co., Esplanade Road.
Morenas and Co., Meadow Street.
Mugandas and Jeramdas, Hummum St.
R. Langner, successor to Max Minck & Co., Hornby Row.
Sorabjee and Jamsetjee Khan, Apollo Road.
Treacher & Co., Esplanade Road, and Byculla.
Watson & Co., Church Gate Street.

LAMP DEALERS AND IMPORTERS.

Ditmar, R., Esplanade Road.
S. R. Mistry, Agents for Messrs. Hinks and Son, Hornby Row.

LANDING AND SHIPPING COMPANIES.

Cooper, W., & Co., Parsee Bazaar Street.
Cowasjee Jamsetjee, Apollo Street.
Curranee, N. V. & Co., Elphinstone Circle.
Latham & Co., Elphinstone Circle.
Watson, W., & Co., Apollo Road.

LIVERY STABLE-KEEPERS.

Dadabhoy Bomanjee, Girgaum, Breach Candy Road.
DeSouza, J. F. D., Middle Colaba.
Dinshaw Byramjee, Kalbadevi Road.
Jaffer Cummoo Sulleman & Co., Girgaum.
Jamsetjee Camajee, Kalbadevi Road.
Lafond Brothers, Middle Colaba.
Nusserwanjee Heerjee, Girgaum, Breach Candy Road.
Pestonjee Eduljee Shroff, Kalbadevi.
Sorabjee Nowrojee, Girgaum.

MARBLE AGENCIES.

Gostling and Morris, Dalal Street.
Motilal Moolchand & Co., Marine St.
Sorabshah & Co., Meadows Street.
Warden & Co., Hummam Street.

MARINE SURVEYORS.

Clark, A. C., Meadow Street.
Crowder, W., Apollo Road.
Macaulay, K., Meadow Street.

MESS AGENTS.

Army & Navy Co-operative Society, Limited, Apollo Street.
Army, Navy & Civil Service Co-operative Society, Apollo Bunder.
Bolton & Co., Rampart Row, and Bellasis Road, Byculla.
Bull and Co., Sirdar's Mansions, Apollo Bunder.
Burjorji A. Bhesania, General Merchant & Commission Agent, Abdulrehman Street.
Cutler, Palmer & Co., Rampart Row.
Eduljee Pallonjee Bottlewalla, Bazaar Street.
Framjee Nowrojee, Forbes Street.
Green, W. B. & Co., Apollo Bunder.
Jamsetjee Framjee, Parsee Bazaar St.
Jeewajee Ruttonjee's Sons, Apollo Rd.
Muncherjee Eduljee, Meadow Street.
Pallonjee Heerjeebhoy's Sons, Meadow Street. [Square.
Pestonjee Jewanjee & Co., Military
Rustomjee Pestonjee, Medows Street.
Treacher & Co., Esplanade Road and Byculla
United Service Stores Agency, Medows Street.
Watson, Wm. & Co., Apollo Road.

MIDWIFES.

Allen, Mrs., Bellasis Road, Byculla.
Barnes, Mrs. S., Foras Road.
Bartley, Mrs. E., Colaba Causeway.
Bond, Mrs., M. C., Arthur Road, Chinchpogly.
Carr, Mrs. C., Falkland Road, Tardeo.
Horton, Mrs., Foras Road.
Kirk, Mrs., Frere Road. [culla.
Lawrence, Mrs., Bellasis Road, By-
Mankubai Sadavarta, Khetwady, 3rd Lane.
Pettigrew, Mrs. R. J., Elphin. Circle.
Priestley, Mrs. A. Frere Road, Mody Bay. [gon.
Rebekah Simoen, Pydhowni & Maza-

MILLINERS AND DRESS-MAKERS.

Austin, Mrs., H., Esplanade Road.
Counsell, Mrs., Hornby Road.
Dorabjee Cursetjee Majoo, Meadow St.
Kraus, J. H., Church Gate Street.
Laidlaw and Whiteaway, Esplanade Road.
Lake, Mrs., Rampart Row.
Mackay and Co., Esplanade Road.
Meeajee Ahmedbhoy, Meadow Street.
Pryer, Mrs., Meadow Street.
S. Cursetjee Majoo, Meadow Street.
Smith, Mrs. C., Bellasis Road, Byculla
Taylor, Mrs., Esplanade Road.
Watson, Miss, Medows Street
Watson and Co., Church Gate Street

MUNSHIS.

Abdul Karim Munshi, Bhoosari Street.
Abdul Latif, Cazi Street.
Gholam Mahomed, Bhoosari Street.
Goordindayal Parsad, Kalbadevi Road.
Mahomed Ali Gharay, Tukri Street, Nul Bazaar.

MUSICAL INSTRUMENT DEALERS.

Army and Navy Co-operative Society, Limited, Apollo Street.
Bennett, T. S., & Co., Medows Street.
Bose, G., & Co., Kalbadevi Road.
Harrison, E. C., Old Freemasons' Hall, Nesbit Road, Byculla.
Kale, C. S., & Co., Ash Lane,
Marcks & Co., Esplanade Road.
Neuberg, J., Meadow Street.
Ramchundra & Co , Kalbadevi Road.
Rose, S. & Co., Esplanade Road.
Schiedmayer & Soehne, Ash Lane.
Soundy & Co., Ld., Meadow Street and Esplanade Road.

OPTICIANS.

Favre-Leuba & Co., Hornby Row.
Fred. Abree & Co., Fort.
Kemp & Co., Ld., Elphinstone Circle.
Lawrence and Mayo, Esplanade.
Marcks & Co., Esplanade Road.
Thacker & Co., Ld., Esplanade Road.
Treacher & Co., Ld., Esplanade Road and Byculla.

PAINTERS AND DECORATORS.

F Wittoba, Rampart Row.
Gibello, P. G., Apollo Road.
Purshotum Fakirjee, Kalbadevi Road.
Studio for Crystoleum Painting, Rampart Row.

PHOTOGRAPHERS.

Ahrle, F., Esplanade Road.
Australian Glace Photographic Co., Military Square.
Bourne and Shepherd, of Calcutta and Simla, Esplanade Road.
Gibson & Co., Kalbadevi Road.
Jamsetjee Bomanjee Patell, 92, Kalbadevi Road.
Madon, P. C., & Co., Kalbadevi Road.
Pochee, B. S., & Son, Military Square.
Purshotum Fakirjee, Kalbadevi Road.
Purvesjee Dadabhoy, Kalbadevi Road.
Shapurjee Hormusjee & Co., Kalbadevi.
Shivshunker Narrayen, School of Art, Esplanade.
Taurines, E., Meadow Street.
The Bombay Photographic Co., Kalbadevi Road
Vussontrao Hurrychund, Meadow St.

PLUMBERS.

Bombay Gas Company, Ld., Apollo Road.
Brown, Robert, & Co., Marine Street.
D'Jeyses, F., Kalbadevi.

PORTRAIT PAINTERS.

Mahomed Khan & Sons, Ivory Portrait Painters of Delhi, Bhendy Bazaar Rd.
Thow Ving, Chinaman, Oil and Water-Colour Painter, Kalbadevi Road.

PRINTING PRESSES.

Akhbari Sodagur Press, Parsee Bazaar Street. [Lane.
Alfred Printing Press, Bake House
Apakhtiar Printing Press, Modykhana.
Asiatic Press, Kalbadevi.
Bombay Gazette Steam Press, Armenian Lane.
Bombay Gu rdian Printing Works, 129, Khetwady Main Road.
Bombay Summachar Press, Modikhana.
Commercial Press, Bazaar Gate Street.
Duffter Ashkara Press, Cowasjee Patel Street.
Eagle Press, Dalal Street, Apollo Road.
Education Society's Press, Byculla.
English & Gujarati Job Printing Press, Bazaar Gate Street.
Examiner Press, Medows Street.
Fort Mercantile Press, Tamarind Lane.
Fort Printing Press, Gunbav Lane.
Government Central Press, Custom House Road.
Gunput Kristnajee's Press, Dongree Cooli Street.
Guzerathi Printing Press, Elphinstone Circle.
Imperial Press, Kalbadevi.
Indu Prakash Press, Cowasjee Patel Tank Road. [Street.
Industrial Lithographic Press, Meadow
Industrial Press, Hummum Street.
Jam-e-Jamshed Press, Bank Street.
Kaiser-i-Hind Press, Hornby Road.
Mercantile Press, Tamarind Lane.
Minerva Press, Khetwady.
National Press, Thakoorwady Lane.
Nirnay Sagar Press, Kalbadevi.
Native Opinion Girgaum Back Road.
Reporters' Press, Borah Bazaar.
Ripon Press, Kalbadevi and Meadows Street. [Road.
Subodh Prakash Press, Girgaum Back
The *Advocate of India* Printing Press, Bank Street.
The Caxton Printing Works, Apollo Road. [Press.
The Duke of Connaught's Printing
The Eurasian and Anglo-Indian Printing Press Co., Ld., Meadow's Street.
The East Indian Printing Press, Apollo Road.
The Presidency of Bombay Printing Press, Armenian Lane.
The *Satya Mitra* Printing Press.
The Zoroastrian Press, Byramjee Lane.
Times of India Steam Printing Works, Old Commissariat Building, Elphinstone Circle.
Union Press, Dhobie Talao.
Voice of India Press, Hornby Row.

PRODUCE BROKERS.

Dallas, Brooks & C ., Elphin. Circle.
Drennan & Co., Bank Street, Fort.

PUBLIC ACCOUNTANTS.

Fretwell, V., & Co., Marine Street.
Lidbetter, T., Apollo Road.
Pestonjee Sorabjee Kharegat, Apollo Road.
Swift and Farrow, Hummum Street.

REGIMENTAL AGENTS.

Army & Navy Co-operative Stores, Ld , Apollo Street.
Army, Navy & Civil Service Co-operative Society, Ld., Apollo Bunder.
Grindlay, Groom & Co., Elphinstone Circle.
King, King & Co., Standard Buildings, Hornby Row.
Watson Wm. & Co., Apollo Road.

RUBBER STAMP MANUFACTURERS.

Bloomfield & Co., Church Gate Street.
Cameron & Co., Picquet Road.
F. S. Mehta & Co., Mint Road.
India Rubber Stamp Co., Medows St.
James, S., and Co., Kalbadavie Road.

SADDLERS.

Ardeseer & Co., Hummum Street.
Army and Navy Co-operative Society, Limited, Apollo Street.
Badham, Pile & Co., Ld., Esplanade Road.
Caron & Co., Esplanade Road.
Dunnett & Co., Medows Street.
Frank & Co., Churney Boyd Road, Girgaum.

SEWING MACHINE DEPÔTS.

Geyer's Sewing Machine, Church Gate Street.
Singer's Sewing Machine, Church Gate Street.
Wheeler & Wilson, Parsee Bazaar St.

SHIP BROKERS.

Byrne & Co., Elphinstone Circle.
Gray & Co., Elphinstone Circle.
Inzoli Brothers, Bruce Lane.
Mackintosh, Jas., & Co., Elphinstone Circle.
Scott, J. W., Elphinstone Circle.

SHIP CHANDLERS AND IRON-MONGERS.

Ebrahim Abdool Karim, Apollo Road.
Heptoola Shaik Adam & Co., Tamarind Lane.
Hormusjee Cowasjee Dajeeghandy, Gowalia Tank Road.
P. M. Mody, Apollo Road.
RustomjeeSorabjee & Co., Apollo Street.
R. M. Cheesgur & Co., Abdool Rehman Street.
Sallebhoy Tyabjee & Co., Apollo Street.

SHIPPING AGENTS.

Buxey, B. J., & Co., opposite Bank of Bombay.
C. J. Khumbatta & Co., Elph. Circle.
Cooper Landing Company, Parsee Bazaar Street.
Cotton Tincombe & Co., Apollo Road.
Darashah Ruttonjee Chichgur.
Elphinstone Landing, Shipping, and Forwarding Agency.
Grindlay, Groom & Co., Elphinstone Circle.
Indian Transit and Shipping Agency.
King, King & Co., Standard Buildings, Hornby Road.
Latham & Co., Parsee Bazaar Street.
Merwanjee Pestonjee Chichgur, Cheera Bazaar.
N. V. Curranee & Co., Elph. Circle.
The Victoria Landing and Shipping Agency, Hummum Street.
Watson, Wm., & Co., Apollo Road.

SIGN-BOARD PAINTERS.

Coobair, M., & Co., Military Square.
Dossabhai Jamshedjee, Kalbadevi Road.
Fakirjee Dinshaw, Kalbadevi Road.
Purshotum Fakirjee, Kalbadevi Road.
Solomon, S., Hummum Street.
Wittoba, F., Rampart Row.

STEAM NAVIGATION COMPANIES.

Anchor Line, Indian Service, Bazaar Gate Street.
Asiatic Steam Navigation, Elphinstone Circle.
Austrian Lloyd's Steam Navigation Company, Elphinstone Circle.
B. I. S. N. Company, Green Street.
City Line, Rampart Row.
Clan Line Steamers' Agency, Forbes Street.
Hall Line, Elphinstone Circle.
Head Line, Tamarind Lane.
MacIver Line, Elphinstone Circle.
Messageries Maritimes Co., Esplanade Road.
Navigazione Generale Italiana Florio and Rubattino's United Companies, Elphinstone Circle.
P. & O. S. N. Company, Esplanade Road.
Shepherd & Co., Frere Road, Carnac Bunder.
The Arabian Steam Launch Co., Ld., Ash Lane.
The Bombay and Persia Steam Navigation Co., Ash Lane.
Wilson Line, Forbes Street.

SURGEONS, ETC.

Anna Moreshwar Kunte, M.D., Girgaum Back Road.
Ardaseer Dadabhoy Mody, L.M. & S., Girgaum Road.
Ardaseer Pestonjee Cama, L.M. & S., Gowalia Tank Road.
Atmaram Pandoorang, G.G.M.C., Kandawady Road.
Barbour, J. M., Meadow Street.
Blaney, T., Grant Road.
Bomanjee Framjee, L.M. & S., Khetwady.
Burjorjee Dorabjee, G.G.M C, Dady Shett Agiary Lane.
Burjorjee Framjee, G.G.M.C., Parel.
Byramjee Nowrojee, G.G.M.C., Modikhana.
Cowasjee Eduljee Dadachanjee, L.M. & S., Khetwady.
Cowasjee Hormusjee, G.G.M.C., Girgaum Road.
Cowasjee Nowrojee, G.G.M.C., Hornby Road.
Cowasjee Pestonjee, G.G.M.C., Girgaum Road.
Cunha, J. G., M.R.C.S., Trinity Church Street and Esplanade.
D. N. Parakh, Surgeon-Major, L.R.C.P., M R.C.S., 15, Doongersey Road, Malabar Hill.
Dadabhoy Cursetjee Revitna Girgaum Road. [Mohla.
DaGama, J. A. D. A., L.M., Khoja
Darasha Hormasjee Barria, L.M. & S., Churney Road.
DeConceiçao, A. P., L.M., Military Square.
DeRozario, L. P., L.M., Mazagon.
DeSa, V. F., L.M. & S., Girgaum Road.
Deshmuck, M.G., L.M., Khetwady.
DeSouza, A.M., L.M., Khoja Mohla.
DeSouza, J. F., L.M., Modikhana.
DeSouza, P. J. L., L.M., Khetwady.
Dinsha Bomanjee Master, L.M. & S., Abdool Rehmon Street.
Dorabji Hormasjee, G.G M.C., Girgaum Road.
Dosabhoy Bazonjee, G.G.M.C., Borah Bazaar Street.
Dossabhoy B. Kandawalla, L.M. & S., Girgaum Road.
Eduljee Cowasjee Apu, L.M. & S., Mandvi.
Eduljee Nusserwanjee, G. G. M. C., Hornby Road.
Erachsha F. Settna, L.M. & S., Girgaum Road.
Faria, F. A., L.R.C.P., Cavel.
Fonceca, C., L.M. & S., Lower Colaba.
Framjee E. Devacha, L.M. & S., Hornby Road.
Framjee E. Madon, L.M. & S., Dhobi Talao.
Framjee Shapoorjee, G.G.M.C., Khetwady.
Furdoonjee Byramjee Servai, G.G.M.C., Girgaum Road.
Gomes, L., L.M. & S., Hornby Road.
Gonsalves, J. F., L.M., Bandora.
Heerajee Eduljee, G.G.M.C., Dhobie Talao.
Hormusjee Limjeebhoy Batliwalla, G.G.M.C., 39, Matoonga.
Hormusjee Nowrojee Mistry, L.M. & S., Girgaum Road.
Hormusjee P. Pesikaka, Surg., Hornby Road.
Jehangheer J. Cursetjee, L.M. & S., Girgaum Road.
Jehangheer K. Dajee, L.M. & S., Kalbadevi Road.
Kavasjee Motabhoy, L.M. & S., Girgaum Road.
Krishnarao B. Bullel, M.D., Homœopathic Physician, Eye and Ear Surgeon, Kalbadevi Road.
K. R. Vicajee, M.D., Kalbadevi Road.
Lisboa, J. C., G.G.M.C., Girgaum Road
M. D. Karanjia, Dhobi Talao and Meadow Street.
M. R. Settna, L.M. & S., Khetwady.
Munique, F., Meadow Street.
N. N. Katruk, L.M. & S., Bazaar Gate Street.
Nanabhoy Cooverjee Mody, L.M. & S., Mody Khana.
Nusserwanjee Jehangir Lamna, G.G.M.C., Mahim.
Pandoorang Gopal, L.M., Girgaum Back Road.
Perozsha Pallanjee, L.M. & S., 87, Dhobi Talao.
Pestonjee Muncherjee, G.G.M.C., Shaik Abdool Raiman Street and Fort.
Pestonjee Nowrojee, G.G.M.C., Shaik Abdool Raiman Street.
Pinto, J. O., L.M. & S., Girgaum Road.
Ramdas Gungadas, L.M., Bazaar Gate Street.
Reynolds, J., M.D., Middle Colaba.
Rustomjee Nusserwanjee Khory, M.D., Girgaum Road.
Ruttonjee B.Nanjee, L.M. & S., Girgaum Road.

Ruttonjee Dorabjee Nanjee, L.M. & S., Girgaum Road.
Shantaram Vithul, L.M., Kalbadevi Road.
Smith, S., M.D., Nesbit Lane, Mazagon and Rampart Road.
Temuljee Bhicajee, L.M., Cowasjee Patell Street.
Vaz, J. C., Khetwady.
Veigas, A.G., L.M. & S., Girgaum Road.
Vishwasrao Baljee, L.M., Kandawadee Lane.
Waite, W. E., Hornby Road.

SURVEYOR AND DRAUGHTSMAN.

Fern, E. W., Nawab's Bungalow, Nesbit Road, Mazagon.
Pestonjee Dadabhoy, Church Lane.

TAILORS AND OUTFITTERS.

A. Mahomed & Co., Medows Street.
Allan, A., Hummum Street.
Allarakia & Co., Medows Street.
Army and Navy Co-operative Society, Limited, Apollo Street.
Asquith, Lord & Whitmore, Apollo Rd
Badham, Pile & Co., Rampart Row.
Bhesania, C. M., & Co., Hornby Road.
Cheap Jack & Co., Rampart Row.
Clark, Harry, & Co., Medows Street.
Counsell, Mrs., Clare House, Hornby Road.
Essubjee Adumjee, Medows Street.
Haji Ebrahim Brothers, No. 1, Upper Storey, opposite Crawford Market.
Haroon Cassum & Co., Medows Street.
Haroon Ebrahim, Medows Street.
Hoar & Co., Esplanade Road.
Jacob Salay Mahomed & Co., Medows Street.
John Mahomed, Medows Street.
Laidlaw and Whiteaway, Esplanade Road.
M. Shaik Abool & Co., Rampart Row.
M. Seedik & Co., Medows Street.
Mackay & Co., Esplanade Road.
Meyajee Ahmedbhoy, Medows Street.
Moosa Essaw & Co., Apollo Road.
Nansey Khyraz, Medows Street.
Noor Mahomed, Medows Street.
Pryer, Mrs., Medows Street.
Smith, Mrs. C., Bellasis Junc. Road, Byculla.
Taylor, Mrs., Medows Street.
Thorpe & Co., Esplanade Road.
Watson & Co., Church Gate Street.
Watson, Miss, Dressmaker and Outfitter, Medows Street

TEA DEPOTS.

Army & Navy Co-operative Stores, Ld., Apollo Street.
Army, Navy & Civil Service Co-operative Society, Ld., Apollo Bunder.
Bolton & Co., Ld., Esplanade Road.
Dantra, M.B., & Co., Church Gate Street.
D. V. DeSouza, Church Gate Street.
DeVitre & Co., Kalbadevi Road.
Dinshaw Merwan, Prince's Dock, Frere Road.
Himalayan Tea Depot, Elphinstone Circle.
Mody, J. E., Hornby Road (old Fort Police Court).
Morton Majoo & Co., Church Gate Street.
Phillips & Co., Ld., Esplanade Road and Byculla.
R. Ramchundra & Co., Chapore Teas, Forbes, Street.
Thow Wing, Chinaman, Kalbadevi Road.
Tong Woh & Co., Kalbadevi Road.
Treacher & Co., Esplanade Road and Byculla.
United Service Stores Agency, Meadows Street, and Cumballa Hill.
Yue Lun Chinge, Kalbadevi Road.

TOBACCO AND CHEROOT DEPOTS.

Army, Navy & Civil Service Co-operative Society, Sirdar's Mansions, Apollo Bunder.
Army & Navy Co-operative Stores, Ld., Apollo Street.
Dinshaw Merwan, Prince's Dock, Frere Road and Pydhowni.
Henry & Co., Hummum Street.
Howard & Co., Meadow Street.
Irani Hormaz Sheriar, No. 3, opposite Crawford Market.
Macropolo, D., Church Gate Street.
Melachrine, M., & Co., Esplanade Road.
Morgan & Co., Meadow Street.
Neuberg, J., Meadow Street.
Nowrojee Cowasjee, Church Gate Street.
Phillips & Co., Ld., Esplanade Road and Byculla.

Sguropolo, T., Meadow Street.
Thompson and Taylor, Esplanade Road.
Treacher & Co., Esplanade Road and Byculla.
United Service Stores Agency, Meadow Street.
Universal Tobacco Co., Ld. Meadow Street.
Williams, P., Kalbadevi Road.

UNDERTAKERS.

Annunciation, W. F., Boleshwar.
Borges, J., Kalbadevi Road.
Brown, J T T., Bellasis Road. Byculla.
Hamilton & Co., Byculla and Lower Colaba.
Jones & Co., Byculla.

VETERINARY SURGEONS.

Ghosla Mitha & Co., Girgaum Road.
Scott, R., Girgaum Road.
Stephens and Sons, Girgaum Road.

WATCH-MAKERS.

Amroodeen Kikabhoy, Meadow Street.
Bomonjee Nusserwanjee, Forbes Street.
Brandon, E. I., Esplanade Road.
Charpie, A., and Co., Church Gate Street.
Cursetjee Cowasjee, Meadow Street.
D. R. Pundole, Church Gate Street.
Dorabjee Cowasjee & Co., Meadow Street.
Favre-Leuba & Co., Rampart Row.
Framjee Hormusjee, Meadow Street.
Heiniger, C. and Co., Hornby R w.
Hormusjee Maneckjee & Co., Meadow Street.
Jamsetjee Framjee, Meadow Street.
Kanny & Co., Forbes Street.
Langner, R., successor to Max Mink, Hornby Road.
Lund, Blockley and Carter, Esplanade Road.
Maneckjee Nowrojee, Church Gate Street.
Marcks & Co., Esplanade Road.
Nowrojee Cowasjee, Bazaar Gate Street
P. Ruttonjee, Forbes Street.
Pallonjee Rustomjee & Co., Kalbadevi Road.
Pestonjee Framjee, Forbes Street.
R. Byramjee Hormusjee, Meadow Street.
Skipsey, R. A. R., Meadows Street, Fort.
Sorabjee Burjorjee, Meadow Street.
Sorabjee Muncherjee, Bazaar Gate Street.
Steffenauer, L., Church Gate Street.
Vogel, H., and Co., Meadows Street.
Waterbury Watch Company, Meadow Street.
West End Watch Co., Church Gate Street.

WHOLESALE STATIONERS, ETC.

Abdoolali & Co., Parsee Bazaar Street.
Alibhoy & Co., Gunbav Lane, Fort.
Balcrishna Sazba & Co , Apollo Street.
Byramjee Shapurjee, Sootar Chawl.
Nuzzerali & Co., Parsee Bazaar Street.
Shaik Ahmed Shaik Dawood, Bhosari Mohla.

WINE AND PROVISION MERCHANTS.

Ardeseer Jamsetjee, Meadow Street.
Army and Navy Co-operative Stores, Ld., Apollo Street.
Army, Navy and Civil Service Co-operative Society, Limited, Apollo Bunder.
Bolton & Co., Esplanade Road.
Cowasjee Dinshaw Adenwalla.
Cursetjee Rustomjee Mody, Forbes Street.
Cutler, Palmer & Co., Esplanade Road.
Denison & Co., Hummum Street.
Dhunjeebhoy Rustomjee & Co., Meadow Street.
Dorabjee Dinshaw Adenwalla.
Hormusjee Cowasjee Dinshaw.
Essai, W. J., Meadow Street.
Kaikobad Cowasjee Dinshaw.
Lyon & Co., Rampart Row.
Muncherjee Dorabjee Dinshaw.
Peleti, F., Meadow Street.
Phillips & Co., Esplanade Road.
Purshotam Odhowjee, Kalbadevi Rd.
Rustomjee Dorabjee Dinshaw.
Sorabjee Rustomjee's Sons(King John), Borah Bazaar Street.
Treacher & Co., Esplanade Road and Byculla.
United Service Stores Agency, Meadow Street.
Ungwar, William, Medows Street.
Vussonjee Purshotam, Kalbadevi Rd.

List of Public Offices and Institutions.

Accountant-General, Mayo Road, New Secretariat.
Adjutant-General of the Army, Esplanade and Poona.
Administrator-General, New High Court, Mayo Road.
Advocate-General, High Court.
Agent for Gun Carriages, Lower Colaba.
Agent for Gunpowder, Kirkee.
Agent for Transports, Apollo Road, Dockyard. [Back Road.
Ambroli Mission Church, Girgaum
American Mission, Byculla. [Hall.
Asiatic Society (Bombay Branch), Town
Assay Master of the Mint, next to Town Hall. [Town Hall.
Assist. Adjutant-General of the Army,
Assist. Quartermaster General of the Army, Town Hall.
Attorney for Paupers, Medows Street.
Barrack Master, Military Store Lane.
Bible Society's Depository, Esplanade.
Bombay Association, Elphinstone Circle.
Bombay Charitable Eye and Ear Infirmary, Girgaum.
Bombay Club, Rampart Row.
Bombay Defence Works, Lower Colaba.
Bombay Diocesan Board of Education, Love Lane, Byculla.
Bombay Gymkhana Club, Esplanade.
Bombay Mint, Mody Bay.
Bombay Municipality, Esplanade Rd.
Bombay Saw Mills, Victoria Road.
Bombay Scottish Education Society, Esplanade.
Bombay University, Mayo Road.
Bombay Water-Works, Rampart Row.
Brigadier-General Commanding Bombay District, Town Hall.
Byculla Club, Bellasis Road, Byculla.
Chamber of Commerce, Parsee Bazaar.
Church Missionary Society, Girgaum.
Civil Engineering College, Poona.
Civil Jail, Oomercarry.
Civil Paymaster, Mayo Road, New Secretariat.
Clerk of the Crown, High Court.
Clerk of the Peace, Fort Police Court.
Collector of Bombay, Custom House Road, Fort.
Collector of Income Tax, New Secretariat, Esplanade. [Row.
Collector of Municipal Taxes, Rampart
Collector of Salt Revenue, Custom House Road, Fort. [tariat.
Collector of Salt Revenue, New Secre-
Commissariat Department, Town Barracks. [Barracks.
Commissariat Officer, Presy., Town
Commissary-General, Poona.
Commissary of Ordnance, back of the Town Hall.
Commissioner, Bombay Municipality, Esplanade Road.
Commissioner for taking Affidavits, High Court, Court House.
Commissioner of Customs, Salt, Opium and Abkari, near Town Hall.
Commissioner of Paper Currency, Esplanade Road. [Byculla.
Commissioner of Police, Parel Road,
Consulting Engineer for Railways, P.W. Department, Frere Town, Esplanade.
Controller of Military Accounts, Poona.
Controller of Public Works Accounts, Frere Town, Esplanade.
Coroner, Esplanade Road, Municipal Buildings. [nade.
Council Hall, New Secretariat, Espla-
County Gaol, Oomercarry.
Court of Petty Sessions Presidency Police Office, Hornby Road.
Court of Small Causes, Picquet Road, Esplanade.
Cowasjee Jehangeer Ophthalmic Hospital, J. J. Hospital, Byculla.
Criminal Jail, Oomercarry. [Fort.
Custom House, Custom House Road,
David Sassoon Industrial and Reformatory Institution, Chunam Kiln Road, near Grant Road.
Debtors' Jail, Oomercarry.
Deccan College, Poona.
Deputy Surgeon-General of Hospitals (British Forces), Presidency Division, Apollo Road.
Deputy Surgeon-General of Hospitals, (Indian), Presidency Division, Town Hall.
Diocesan Schools, Byculla, Mazagon, and Colaba.
Director of Public Instruction, Poona.

Director of the Indian Marine, Apollo Road (Government Dockyard).
Dockyard (B. I. S. N. Co.'s), Mazagon.
Dockyard (Government), Apollo Road.
Dockyard (P. and O. Co.'s), Mazagon.
Ecclesiastical Registrar, Mayo Road, High Court.
Education Society, Byculla.
Electric Telegraph Office, Frere Town, Esplanade.
Elphinstone College, Parel Road.
Elphinstone High School, Esplanade Cross Road.
Equity Registrar, High Court, Court House.
European General Hospital, Fort [George.
European Pensioners' and Widows' Home, Grant Road.
Examiner, Public Works Accounts, Frere Town, Esplanade.
Executive Commissariat Office, Presidency, Town Barracks.
Female Workshop, Falkland Road.
Fort Gratuitous Dispensary, Nanabhoy Bomonjee Street.
Foundlings' Hospital, St. Joseph's, Oomercarry, Mount Road.
Free General Assembly's Institution, Khetwady.
Freemasons' Hall, Clare Rd. Byculla.
Freemasons' Hall (Scotch), Clare Rd., Byculla.
Gaiety Theatre, Hornby Road,
General Assembly's Institution, Kalbadavie. [planade.
General Post Office, Frere Town, Es-
Gocculdas Tejpall Hospital, Picquet Rd., Esplanade. [planade Road.
Government Central Book Depot, Es-
Government Central Press, Custom House Road. [Parel.
Government House, Malabar Hill and
Government Solicitor (F. A. Little) Meadow Street.
Grand Arsenal, back of the Town Hall.
Grant Medical College, Byculla.
Gun Carriage Factory, Lower Colaba.
Health Officer, Bombay Municipality (Dr. Weir), Rampart Row.
High Court, Frere Town, Esplanade.
House of Correction, Byculla.
Ice-House (Forbes'), Mody Bay.
Do. (Maharani), Armenian Lane.
Indo-British Institution, Esplanade.
Insolvent Debtors' Court, High Court, Mayo Road.
Inspector of Steam Boilers, New Secretariat, Esplanade.
Inspector-General of Ordnance and Magazines, Poona.
Inspector of Steam Boilers, Mayo Road, Secretariat.
Jamsetjee Jejeebhoy Parsee Benevolent Institution, Hornby Road.
Jamsetjee Jejeebhoy Hospital, Byculla.
Jamsetjee Jejeebhoy School of Arts and Industry, Esplanade.
Judge Advocate-General's Office, Poona.
Legislative Council Hall, New Secretariat.
Lunatic Asylum, Upper Colaba.
Marine Storekeeper, Government Dock, Apollo Road.
Master Attendant, Dockyard, Fort.
Master in Equity, Court House.
Medical and Military Retiring Fund, Poona.
Medical and Physical Society of Bombay, Grant Medical College.
Medical Storekeeper, Bellasis Road, Byculla. [Colaba.
Meteorological Observatory, Upper
Military Accountant, Poona.
Military Examination Committee, Town Hall.
Military Fund, Poona.
Military Sanitarium (Officers'), Esplanade.
Military Sanitarium (Soldiers'), Colaba.
Mint Master and Mint Engineer, Mint.
Money Order Office, Post Office.
Municipal Commissioner's Office, Rampart Row.
Municipal Workshop, Boree Bunder.
Official Assignee, Court House.
Ophthalmic Hospital, Byculla.
Oriental Translator to Government, New Secretariat.
Paymaster of Pensions, Town Barracks.
Pay Office—Civil, New Secretariat, Mayo Road.
Pay Office—Military, Town Barracks.
Police Courts, Esplanade Road and Girgaum Back Road
Port Officer, Government Dock, Apollo Road.
Port Trust Office, Elphinstone Circle.
Port Storekeeper's Office, Apollo Road.
Post Office, Frere Town, Esplanade.
Presidency Audit, Pay, Leave and Allowances, New Secretariat, Esplanade.
Presidency Surgeon, 1st District, Malabar Hill.

Presidency Surgeon, 2nd District, Marine Lines.
Presidency Surgeon, 3rd District-Mazagon.
Prince's Dock, Mazagon.
Prothonotary, High Court, Court House.
Public Works Department, Frere Town, Esplanade.
Quartermaster-General, Poona.
Railway Department, Public Works Building, Frere Town, Esplanade.
Railway (B. B. and C. I. and Rajputana-Malwa)—
Electric Telegraph Department, Church Gate Station.
Locomotive Superintendent, Parel.
Managing Agent, Church Gate St.
Traffic Manager, Church Gate St.
Storekeeper, Colaba.
Chief Resident Engineer, Bori Bunder.
Electric Telegraph Department, Bori Bunder.
Locomotive Supt., Parel.
Managing Agent, Bori Bunder.
Storekeeper, Parel.
Traffic Manager, Bori Bunder.
Registrar of Assets and Estates, Military Department, Secretariat.
Registrar of the Diocese, Medows Street.
Registrar-General, High Court, Mayo Road.
Registrar, H. M.'s High Court of Judicature, Court House.
Registrar and Receiver of Droits of Admiralty, High Court, Mayo Road.
Registrar of Shipping, Dockyard.
Report Office for the Arrival and Departure of Military Officers, Town Hall.
Do. do. for Civil, New Secretariat.
Reuter's Telegram Company, Elphinstone Circle.
Robert Money Institution, Esplanade.
Roman Catholic Orphanage, Bandora.
Do. Seminary, Byculla.
Royal Asiatic Society, Town Hall.
Sailors' Home, Apollo Bunder Road.
Sanitary Commissioner of Bombay Presidency, New Secretariat, Mayo Road
Sassoon Mechanics' Institute, Rampart Row.
Scottish Orphanage, Mahim.
Seamen's Friend Association, Lower Colaba.
Secretariat, New Offices, Mayo Road.
Shepherd's Alms-house for Widows, Byculla.
Sheriff, High Court, Mayo Road.
Shipping Master, Town Barracks.
Sir Jamsetjee Jejeebhoy Obstetric Institution, Byculla.
Society for Promoting Christian Knowledge, Church Gate Street.
Society for the Propagation of the Gospel, Esplanade.
Society for the Prevention of Cruelty to Animals, Bank Street.
Society of St. Vincent de Paul, Kalbadevi.
Stamp Office, New Secretariat, Esplanade.
St. Mary's Institute, Nesbit Road, Byculla.
Strangers' Home, Mazagon.
Students' Literary and Scientific Society (Elphinstone Institution), Esplanade Cross Road.
St. Vincent's Home, Kalbadevi.
St. Xavier's College, Esplanade
Superintendent of Bombay Marine, Dockyard, Fort.
Superintendent, Government Telegraphs, Frere Town, Esplanade.
Superintendent, Preventive Service, Custom House.
Superintendent of Stationery, New Secretariat, Esplanade.
Superintendent of Vaccination, Byculla, Kalbadevi, and Girgaum Road.
Surgn.-Genl., British Medical Service, Town Hall.
Surgn.-Genl., Indian Medical Department, Town Hall.
Surveyor to the Municipality, Rampart Row.
Surveyor to the Port, Dockyard.
Taxing Officer, High Court, Court House.
Town Hall, opposite Elphinstone Circle.
Tract and Book Society's Depository, Esplanade.
Transport Officer, Dockyard.
University Registrar, Esplanade.
Vice-Admiralty Court, High Court.
Victoria Museum and Gardens, Parel Road.
Young Men's Association, Hill Road, Bandora
President—D. A. D'Monte, M.D., J P.
Hon. Secy.—Thos. V. D'Abreo,
Young Men's Christian Association, Colaba Causeway.

FORT STREET OFFICE DIRECTORY.

Apollo Road.

West Side.

[*St. Andrew's Church to the Cathedral.*]

St. Andrew's Church.
Old High Court Building.
Great Western Hotel.
Bennett & Co., Auctioneers.
Bombay Carlton Club.
Phipson & Co., Merchants.
Cockburn, Smithes & Co., Oporto Agency.
Crawford, Archibald A.
Edgelow and Gulabchund, Solicitors.
Commercial Union Assurance Co , Ld.
Agencies, Fire and Marine.
Bombay Natural Hi-tory Society.
A. D. Luze of Fils—Bordeaux Agency.
John Roberts & Co., Billiard Table Makers.
The Prince of Wales Hotel.
P.ge & Sandeman, London Agency.
National Association for Supp'ying Female Medical Aid to the Women of India.
P. J. Valckenberg, Wormsam Rhine.
James Cathcart & Co., Agency. [bay.
The Anthropological Society of Bom-
Sir Dinshaw Maneckjee Petit Medical Union Library.
F. Luckha, Sign Board Painter.
Earnest Irroy et Cie, Reims Agency.
Kidd and Shadbolt London Agency.
James Munday, Surgeon.
Nagardas Purboodas & Co., Merchants.
Cowasji Jehangirji & Son.
Pestonji Rustomji, Dubash & Stevedore
F. M. Madon and Co.
Jehangeerjee Framjee & Co., General Merchants.
Jehanghirjee Nesserwanjee Mody.
Asquith, Lord and Whitmore, Tailors and Outfitters,
Pearse & Co., Limited.
Volkart Brothers.
Baden Marine Insurance Co.
Batavia Sea and Fire Insurance.
Consulate of the Netherlands Fire Insurance Co.
Hamburg Bremen Fire Insurance Co.
Northern Assurance Co.
North German Fire Insurance Co.
Samarang Sea and Fire Insurance Co.
Transatlantic Fire Insurance Co.
Volkart United Press Co., Ld.
Ardeseer Dorabjee, Dental Surgeon.
South British Fire and Marine Insurance Co , of New Zealand.
The Army and Navy Co-operative Society, Ld.
Agents Bombay, London Steamship Co., Ld.
Minna Craig, Steamship Co., Ld.
Bank of China, Japan and the Straits.
The Imperial Bank of Persia.
Wallace & Co.
D. B. Mody, General Merchant.
Moosa Essa & Co., Tailors and General Outfitters.
D. R Umrigar and Co., Mill Stores Suppliers and General Merchants.
Cursetjee Muncherjee's Sons, Dubashes.
Shalabhoy Tyebjee & Co., Ship Chandlers.
Agents Compagnia Lyonnaise.
D. Assurances Maritimes Reunion.
North China Insurance Co.
Universal Marine Insurance Co.
Bombay Company, Ld.
Sora jee Shapurjee Narellwalla, Mill Stores and General Merchant.
Sorabjee and Jamsetjee Khan, Jewellers.
Bomanjee Ruttonjee, Licensed Vendor of Postage Stamps and Stationer.
Danish Consulate.
Gaiety Hotel.
The Trustees, Cash Bazaar, Ld., in Liquidation.
Cooverjee B. Mistry, Cabinetmaker.
DeSouza, A. C., Tailor and Outfitter, Private Board and Lodging.
D. P. Batha & Co.
R. F. Kharas.
Hormusjee Cowasjee & Co.
Jamsetjee Ruttonjee & Co.
Sutton & Co., Carriers.
Capt. Kinneth Macaulay, Marine Surveyor.
Anglo-Indian S. & Manufacturing Co.
Art Studio and Fancy Indian Embroidery Work.
Wallace, F. E.
Currim, E. A.
Boucher, J. E., Manufacturers' Agent.
The Amritsar Manufacturing Co., Ld.

East Side.

[*Apollo House to Elphinstone Circle.*]

Apollo House—
Jamsetjee Jehangir, Dubash.
Macdonald, C., & Co., Merchants.
Caledonian Fire Insurance Co.
Bally Paper Mills Agency.
Prussian National Fire Insurance Co.
The Mannheim Marine Insurance Co., Limited
Watson, Wm., & Co., Army, Civil Service & General Agents and Bankers.
Anglo-Indian Agency.
The Duke of Connaught's Printing Press.
The *Satya Mitra* Printing Press.
Rustomjee Merwanjee Gazdar.
Carroll, M. T.
Cowasjee Mehta & Co., Merchants.
Cowasjee Jamsetjee
Barsi Oil Co.'s Agency.
Lukhmidas Khimjee Spinning and Manufacturing Co., Ld.
Rustomjee Sorabjee & Co., Ship Chandlers, &c.
Esmalji Ebrahimji & Co., Merchants.
Sheriff, Son & Co., Auctioneers.
P. M. Mody, Ship Chandlers.
Joseph Soares, Merchant.
Criterion Restaurant.
N. P. Nathans & Sons.
The Amritsar Manufacturing Co., Ld.
Cowasjee Brothers.
D. R. Dady & Co.
Coulson, Thos., & Co., Shipping and Passenger Agents.
Oriental Cigar Emporium.
Anglo-Indian Spinning and Manufacturing Co., Ld.
Batliboi & Co.
M. S Keshvala, Mill Stores Supplier, Commission Agents, &c.
Phillimore, T., & Co., General Commission Agents, &c.
C. C. Mehta & Co.
Gardicks Indian Patent Stone Co.
LeGeyt & Co.
Turner and Hemming, Solicitors and Notary Public.
Bapty Brothers, Ld., (In Liquidation.)
Jamsetjee Rustomji & Co.
Silber and Fleming, Ld., London.
The Lord Reay Manufacturing Co., Ld.
Agents Khote & Co.
The New Dhollera Cotton Pressing and Ginning Co., Ld.
Holland—Bombay Trading Co., Ld. General Merchants.
The Official Liquidators of the New Fleming S. and W. Co., Ld., and the New Alexandra S. and W. Co., Ld.
Bombay Medical Union.
Cowasji Jehangir & Son, Dubashes.
Cooper, Madon & Co., (In Liquidation.)

Armenian Lane.

[*Church Lane to Rampart Row.*]

The Presidency of Bombay Printing Press.
Ardaseer Burjorjee & Co.
Badham, Pile and Co.'s Workshops.
The Maharani Ice Co., Ld.
Bombay Gazette Steam Press Printing Works.
Kemp & Co.'s Laboratory.
Pearson, W.
Mr. Ahmedbhai, Commission Agent.

Ash Lane.

Cristie, H. Butler, Dental Surgeon.
The Bombay and Persia Steam Navigation Co., Ld.
The Arabian Steam Launch Co., Ld.
F. B. Murzban, Stationer, Printer, &c.
Messrs. Nathubhai and Jamietram, Solicitors, High Court.
The Shri Laxmi Vyenkatesh S. and W. Co., Ld., Bagalkote.
N. B. Paranjpe and Co., Secretaries, &c., Agents.
N. J. Joshi, Licenciate of Civil Engineering.
Messrs. Tellery & Co.
Marcks & Co., Watchmakers and Jewellers.
James Bowack.

Bake House Lane.

D'Souza, S. M., Baker.
Lawrence, R. D., & Co., Sign Board Painter.
Cortez, A. P., & Co., General Lithographers, &c.
Duxbury, John & Co.

Bell Lane.

Tea and Coffee Rooms for Hindoos.
Ardeshir B. Kapadia, Barrister-at-Law.
Jamsetjee Cursetjee Cama, Solicitor.
Rustomjee Cursetjee Cooper, Civil Engineer.
Framjee Ardeseer Davur, Merchant and Commission Agent.
Forbes, C. H. B , & Co.
Church of England Assurance Institution.
Agents for Messrs. John Exshaw & Co., Bordeaux.
Heyer, F., Merchant.
Fischer, F., & Co., Agents.
Jamsetjee Pallonjee Kapadia.
Hari Vishnoo Lele, L.C.E., Architect and Civil Engineer and Municipal Licensed Surveyor.
Wilkins, E., Solicitor High Court.
Framroze D. Shroff's Sodawater Factory.

Bruce Lane.

West Side.

[*Diverging from Tamarind Lane to Apollo Road.*]

Punnett & Co., Merchants.
Purshotam & Co.
The Sorab Woollen and Cotton Manufacturing Company.
The Jamshed Manufacturing Co.
Menesse, A., Broker.
N. Bomonjee & Co., Merchants.
The New Victoria Manufacturing Co , Ld.
Goculdas Madhowjee & Co.
Nixon, R. B. & Co., Brokers.
Sitaram V. Sukthankar, Civil and Mechanical Engineer.
The Jam Manufacturing Co.
Mant, R. N.
Sorabjee N. Ratnaghur.
The Jalgaum Manufacturing Company, Ld.
The Jadowji Raghoji Manufacturing Co., Ld.
Aspinwall & Co.
Munji Nursey.

Church Gate Street.

South Side.

[*Esplanade to the Cathedral.*]

B. W. Pathuck & Co , Merchants and Commission Agents. [Ld.
Imperial Indo-European Agency Co.,
Watson and Co., Merchants.
Gaddum, Bythell & Co., Merchants.
New Berar Co., Limited.
Indian Cotton Co., Ld.
The Anglo-Indian Cotton Ginning and Oil Co., Limited.
Union Insurance Society of Canton, Limited. [tion.
Manchester Underwriters' Associa-
Manchester Fire Assurance Co.
Geyer & Co., Ld., General Merchants, & Agents for Sewing Machines.
Evans, A. J.
McCausland, G. H.
Watson, J. P.
Wallach, Carl.
R. Ditmar's Agency.
Charbie, G. A., & Co., Watch Manufacturers [Vienna.
The Donau Insurance Society of
The Coorla Spinning & Wg Co., Ld.
Jamsetjee Pestonjee Mistri, B.A , L C.E., Architect, Engineer, Surveyor and Contractor.
Macfarlane and Hemming, Solicitors.
Morris, E. B.
The Canton Insurance Office, Ld.
The Jubilee Manufacturing Co., Ld.
The Bombay Tile Co., Ld.
The Akola Manufacturing Co., Ld., In Liquidation.
Wadia and Ghandy, Solicitors.
The Western India Land Building and Mortgage Co., Ld.
Eduljee H. Muncherjee Soopariwalla, Tailors and Outfitters.
Manekji Nowroji Mistri, Watchmaker.
R. Byramji Hormusji & Co., Watchmakers.
K. & K Osterr-Ungar, General Consul.
I. & R. Austro-Hungarian Consulate General. [tion.
Royal Exchange Assurance Corpora-
Hongkong Fire Assurance Co., Ld.
The Star of India Mills, Ld.
Britannia Mills, Ld.
K. M. Heeramanek & Co.
Bombay Cotton Press Co., Ld.
The Queen Spinning & Weaving Co., Limited.
Singer's Sewing Machines Depôt

K. R. Vacha, L.C.E., Architect and Civil Engineer.
The Berars Oil Mill Co., Ld.
The Bombay, Poona and Mahableshwar Livery Stable Co., Ld.
D. R. Pundole, Watchmaker.
The English Press and Manufacturing Co., Ld.
S. B. Katrak & Co.
Creswell, Walter N.
J. Campos & Co., Merchants.
The Midland Press Co., Ld.
Kolasker & Co.
The Palastine Insurance Co., Ld. Fire Accident.
McAfee, F. L., Public Accountant and Auditor.
The English Press Manufacturing Co., Ld.
R. Byramjee Hormusjee & Co., Watchmaker.
Mistri and Bhedwar, Architects, Engineers and Surveyors.
The Sewing Machine Co., Ld.
The Indo-British Trading and Banking Corporation, Ld.
T. Mojumdar, Barrister-at-Law.
Ramdas Chubbildas, Barrister-at-Law.
Dr. Jehanghir J. Cursetjee.
Pires, Geo., Barrister-at-Law.
Balkrishna and Pherozeshaw, Solicitors, High Court.
Kiddle Brothers.
B. S. Joss & Co., Refreshment Rooms.
D'Souza, D. V., Tea Merchants.
P. D. Kanga & Co.
B. D. Motiwalla, Wholesale and Retail Stationers and Patent Medicine Vendors.
B. R. Parakh & Co., Mill and Store Suppliers.
The Gujerat Oil Mills Co., (In Liquidation).
Messrs. Clark, Walker and Smeathan, Solicitors and Notaries Public.
The Bombay Land Building Co., Ld.
D. Borri & Co., Caterers and Confectioners.
Morton Maju & Co., Tea Merchants.
Maneckjee & Co., General Merchants.
Bombay Branch Theosophical Society.
Parson & Co.
Hirsch, C., & Co., Vienna Confectioner.
N. B. Dantra & Co., Tea Merchants.
The Hyderabad (Deccan) Oil Mill Co., Ld.
Rustomji N. Rustomji, Sewing Machine Merchant.
Rustomjee N Byramjee.
The Jamsetjee Nusserwanjee Petit Reading Room and Library.
The West End Watch Co.
Vussonjee Pursbotum & Co.
The Hon'ble Byramjee Jeejeebhoy, Trust Settlement Office.
The Cathedral.

North Side.

L. Steffenauer, Watchmaker and Importer of Musical Instruments.
S. J. Patel, Dental Surgeon.
Jehangir J. Cursetjee, M.D., Aural Surgeon, &c.
Norman, S.L., & Co., Newspaper and Periodical Agents.
F. P. Doctor, Barrister-at-Law.
K. P. Gadgil, Barrister-at-Law.
Woonwalla, Barrister-at-Law.
The Central Provinces Swadeshi Spinning, W. & M. Co., Ld.
Jost, N. J., Civil Engineer.
Hill, Thos G & Co.
Gardiner, J. C.
H. S. Dikshit.
Balkrishna V. N. Kirtikar, Solicitor, High Court.
Pestanji S. Kotval, Barrister-at-Law.
Ballantine, H., and Sons.
H. Pestonjee, Barrister-at-Law
Bombay Branch, Theosophical Society.
D. B. Lam & Co.
Jehangeer Dorabjee, B.A., LL.B., Pleader, High Court.
Nusserwanjee N. Javeri & Co., Goldsmiths and Jewellers.

(*Diverging to Cowasjee Patel Street.*)

Sorabjee Jamshedji, L.C.E., Sanitary and Civil Engineer.
Chick & Co.
K. F Chapgar, L.C.E.
Dinshaw D. Curranee.
Dufftar Ashkara Printing Press.
Glasgow & London Insurance Co., Ld.
Fraser & Co., Chemists and Druggists.
Police Station.
Maurice Schuster Lyon.
R. S. Oonwalla & Co., Merchants.
Cowasjee Dinshaw Reading Room & Library.
Pursootum Fakirjee, Sign Board [Painter.

Balla Appa, Jeweller and Goldsmith, Money Changer.
Ardaseer Framjee Oonwalla, Solicitor, High Court.
R. R. Parakh & Co.
Dossabhoy & Co., Commission Agents.
Dossabhoy Dadabhoy Mody, General Merchants and Commission Agent.
Vittoba Krishnarao, Petition Writer, Public Accountant, &c.
Murcott, Price & Co.
Dr. H. Hiramaneck, L.M. & S. Surgeon.
Poole, Clement, Agent for J. H. Bower & Co., London.
Bombay Association of Fire Insurance Agents, Secretary's Office.
The International Express Ld., Bombay Agency.

[*Facing the North Side of the Cathedral.*]

Hongkong and Shanghai Banking Corporation.
B. B. & C. I. Railway General Offices.
Shroff Brothers, Merchants.
Latham & Co., General Shipping, Insurance and Commisson Agents.
Navigazione Generale Italiana Florio and Rubattino's United Company Bombay Agency.
Prier De Saone & Co.
Agency of the Austrian Lloyd's S. N. Co.
Royal Swedish and Norweigian Consulate.
Kemp & Co., Ld., Chemists, &c.
Consolato D' Italia.

Dalal Street.

Gostling and Morris, Architects and Civil Engineers.
Rigold, B., and Bergmann, Merchants.
Jehangeer Hormusjee& Co., Merchants.
Beier and Katz.
The Alliance Cotton Manufacturing Co., Ld.
The Bombay and Akola Manufacturing Co., Ld.
Ardashir Framjee Moos, Merchant.
The Southern India Spinning and Weaving Co., Limited.
Tapidas Vurjdas & Co.
The Bellary Press Co., Ld.
The Prince of Wales Trading Co., Ld.
The Apollo Printing Works.
N. Ukaji and Brothers.
The Albert Printing Works.

[*Apollo Road to Imperial Hotel.*]

Imperial Hotel.
The Sir Dinshaw Petit Native Brokers' Exchange Hall.

Dean Lane.

[*Tamarind Lane to Hummum Street.*]

Walton and Bromley, Dental Surgeons.
Bhownagar City Press Manufg. Co
The Venishunker Luxmishanker Cotton Mills Co., Ld.
F. D. Shroff.
Broach City Press Co , Ld.
Tothill Sharp & Co., Agents.

Elphinstone Circle.

[*North Section of the Circle, including the short bisecting Homjee Street.*]

S. P. C. K. Depôt Head Line.
Weber & Co., Livery Stable Co.
Dinshaw Dadabhoy & Co., Stevedores and Contractors.
Furdoonjee Framjee, Coal Broker.
Cathedral Girls' High School.
B. Ferozshaw & Co., Commission Agents.
Fort High School.
Chartered Bank of India, Australia, and China.
Hill, Son & Grenan, Stevedores.
Hugo Schwer & Co.
Rustomjee Framjee Dubash.
E. Keess.
S. Rustomjee Subedar.
Colton, Tingcome & Co., Shipping, Forwarding and General Commission Agents.
Executive Engineer, Bombay Military Works Office.
Barrack Master's Office.
Chartered Mercantile Bank of India, London, and China.
Drewett, T., Jr., C.E.
Vernon, C. J.
Service, Geo., & Co.
International Ship Masters Club.
Wage, Corfield & Co.

[*Facing the Mint.*]

Byramjee Bezoniee & Co., Merchants.
Meherji Shapoorji Dantra.

Bombay Proprietary High School.
S. C. Kotewal & Co., General Merchants and Commission Agents.

J. Nowrojee & Co., 3, Sassoon Buildings, Mill and Ship Store Suppliers and General Merchants and Commission Agents.

Hindoo Dnyan Vardhak Library.
The Eastern Printing Press.

The Gujarati Printing Press.
Mercantile Marine Office.

The Shipping Office.
The Commissariat and Pay Offices.

Head Quarters, Bombay Volunteer Artillery.

The Ordnance Lines.
J. G. Jethalall & Co., Imported Mill Suppliers and Agents.

McCulloch & Co.
M. M. Bottlewalla & Co.

J. N. Dallaporta.
Vacaum Oil Company, Oil Manufacturers.

Anthony Vaz & Co.
Marine Storekeepers, &c., &c.
Agents for the Bon-Accord Rope Works, Calcutta.

Minnett, Ellis, & Co.
Lewis Berger and Sons, Ld.

[*Facing the Custom House.*]

N. V. Curranee & Co., Ocean Express, Overland and General Shipping Agency.
Nebel, W. H., Commission Agent.

Bertie-Smith & Co., Wholesale and Export Merchants.

Bombay Circulating Library Printing Office.

O Portuguez Britannico.
Bombay Association and Fire Insurance Agent.

Arnold Clive & Co. Bombay Agency.
Turner, Morrison & Co., Agents.
City of Glasgow Life Assurance Co.

Asiatic Steam Navigation Co.
Indian Patent Stone Co., Ld.
Triton Insurance Co.

[*North of Circle along Bank Street.*]

A. Sabapathy Moodeliar and Co., Secretaries and Agents to the Harvey and Sabapathy Co., Ld.
The Austro-Indian Agency.
Courvoisier, Freres Agency.

The Mahaboob Shai Kulburga Mills Co., Ld.

Manockjee Jamsetjee, Merchant.
Owen & Okell, Merchants.
The Southern Maratha S. & W. Co., Ld.

Chrystal Bros.
Drennan, J. M., & Co., Agents.
Alcock, Ashdown & Co., Ld., Engineers, Works, Mazagon.

Sabapathy Moodeliar & Co., Agents for the Sabapathy Press Co., Ld.
Jeejeebhai Jehangeer & Co., Merchants.
Ganz & Co., Ld., Merchants and Commission Agents.

The Indian Cabinet and Currara Marble Mart.

The Mormugao Trading Co., Ld.
Chrystal Bros., Agents.

A. Vinayek Chatre & Co.
Dattatrya Balcrishna & Co.
P. S. Pochajee & Co.
N. S. Pochajee & Co.
W. Gurtler.
Commins, A. E., Civil and Mechanical Engineer.

L. G. Sampat.
Mehta Sampat & Co.

The Prince of Wales Spinning and Manufacturing Co., Ld.

Reuter's Telegram Company, Limited.
The Bombay Telephone Co., Ld.
M. B. Mody & Co., Merchants.
M. M. Mody & Co., Merchants.
Imperial Fire Insurance Co.
London and Provincial Marine Insurance Co., Ld.

The International Marine Insurance Co., Ld.

The Southern Insurance Company, Ld.
The Sun Fire Office.
The Bank of Bombay.
Government Savings Bank.
C. J. Khumbatta & Co., Landing, Shipping and Forwarding Contractors.
P. Nusserwanjee & Co., Merchants.
The Sind Press Co., Ld.

Calvert, F. C., & Co.
Crighton & Son
Dick, Kerr & Co.
Douglas and Grant.
North British and Mercantile Insurance Company.
Robert Broadbent & Son.
Rustim, Procter & Co.
J. & R Shorrock.
Martin Cohen, Agent.
Mitchell & Co., Brokers.
The Presidency Mills Co., Ld.
Pulsometer Engineering Co., Ld.
Ransomes, Sims and Jefferies.
Ridsdale Railway Lighting Co.
C. Duckering.
D. Rustomjee & Co.
The Union S. & W. Co., Ld.
Kerrawalla Brothers.
Shallis, F. W., Engineer & Agents.
Nasmyth Wilson & Co.
Daniel Adamson & Co.
Greenwood & Batley.
Cocker Brothers, Sheffield.
A. K. Noorbhai & Co.
The Presidency Mills Co., Ld.
D. M. Rawal & Co.
N Futtehally & Co., Notary Public.
Ritchie, Steuart & Co., Merchants.
Bengal-Nagpoor Railway.
Gokak Water Power and Manufacturing Co., Ld.
Liverpool and London Globe Insurance Co., Fire and Life.
Ocean Marine Insurance Co. of London.
Union Marine Insurance Co., Ld., of Liverpool.
The Eastern Mortgage Agency Co., Ld.
The West Patent Press Co., Ld.
Sauquet F., & Co.
Ordnance Mess.
Hall Line of Steamers.
Bates, Edward & Co.
Gourock Ropeworks.
The Mofussil Cotton Manufacturing Co.
leming, John, & Co., Agent.
Hyderabad (Deccan) Spinning and Weaving Co., Ld.
North British and Mercantile Insurance Co., &c., &c.
Ostermeyer, M., & Co.

South Side.

Killick, Nixon & Co.
Agents to the Queen Insurance Co.
British & Foreign Marine Insurance Co.
Lion Fire Insurance Co., Ld.
The Mofussil Fire Insurance Co., Ld.
Symons, N.
Lanark Company.
Latham Abercrombie & Co.
Ernstha sen & Co.
Scottish Union & National Insurance Co.
Birkmyre Bros., Merchants and Agents for Gourock Rope Work Co., Greenrock Sail Cloth and Cordage Manufacturers.
Sanday & Co.
Bank of Bengal.
Bombay Gas Company, Ld.
Abdulla Ally Mahomed & Co.

[*South Section of Elphinstone Circle, Turning to East of Apollo Road.*]

Gysi and Kleinjung, Merchants.
K. R. Setna, Stationer.
Kerr, Tarruck & Co.
Grindlay, Groom & Co., Bankers and Agents.
Mannheim Insurance Co.
Pallonjee Sorabjee, Confectioner.
Ruttonsee Denso & Co., Brokers.
Mackintosh, J., & Co., Freight Brokers.
Stratton, R. B.

Esplanade Road.

West Side.

[*East End of Church Gate Street to Armenian Lane.*]

Hamilton & Co., Jewellers, &c.
Finkelstein, F., The Pall Mall Hair Cutting Saloon.
Ditmar, R., Lamp Warehouse.
Wittoba, F., Painter.
Thakurdas, Dharamsi, and Cama, Solicitors.
Ralli Brothers, Merchants.
Agency, French Line of Steamers.
Badham, Pile & Co., Tailors and Outfitters.
Prince of Wales S. & W. Co.
Lawrence and Mayo, Oculists-Opticians.

Wm. Radam's Microbe Killer Co.
Ardaseer K. Patel, L.C.E., Civil & Mechanical Engineer, & LandSurveyor.
Westall, J.
Favre-Leuba & Co., Watch Manufacturers and Jewellers.
J. J. Guzdar, Barrister-at-Law.
Thakurdas, Dharamsi Cama, Solicitors.
Jehangir K. R. Cama, Barrister-at-Law.
F. Wittoba, Painter.
Nawabzada Nasrullakhan of Sachin, Barrister-at-Law.

[*Oriental Bank to Rampart Row.*]

New Oriental Bank Corporation, Ld.
Lund and Blockley, Jewellers and Watchmakers, &c.
Morrison, A., Broker.
Phillips & Co., Wine and General Merchants.
Fred. Ahrle & Co., Photographic Artists.
Laidlaw and Whiteaway, Milliners and General Merchants.
Soundy & Co., General Warehousemen.
Hurjeemal & Co., Jewellers, Shawl Merchants, &c.
Paper Currency Office.
Marcks & Co., Jewellers, Watchmakers, &c.
Caron & Co., Boot and Shoe Makers and Saddle and Harness Makers.
Thomson and Taylor, Chemists and Druggists.
Foy, F. Arthur, Physician & Consulting Surgeon.
Ardesir, Hormusjee and Dinsha, Solicitors.
Pherozeshaw M. Mehta, Barrister-at-Law.
Thacker & Co., Ld., Booksellers, &c.
Agra Bank, Limited.
Spinner, E., & Co.
Miss Watson, Dressmaker & Outfitter.
Combridge, A. J., & Co., Booksellers and Stationers.
Bourne and Shepherd, Photographers.
Marcks & Co.'s Pianoforte and Organ Saloon.
Aldridge, Salmon & Co., Merchants.
Compagnie des Messageries Maritimes.
The David Mill Co., Ld.
Mackay & Co.
Hamilton, E. H., American Surgeon-Dentist.
Hoar & Co., Drapers, Shirtmakers, and General Outfitters.
Cook, Thos., & Son, Tourist and Passenger General Agent.
Cheap Jack & Co., Tailors and Outfitters.
F. Masotti, Royal Belgian Consulates.
The Esplanade Pharmacy, Beynon & Co., Chemists.
J. Essac & Co., Tailors and Outfitters.
Temple Bar Hotel.
M. Ebrahim, Tailor and Outfitter.
Dr. N. M. Cama, Surgeon Dentist.
K. E. C. Gbamat, Barrister-at-Law.
S. J. Tellery & Co., Indian Curios and Art Manufacturers.
The Hamburgh Underwriters' Association.
North German Insurance Co.
Fischer, F., & Co.
The South Australian Insurance Co., Ld., Aldridge Salmon & Co. Agents.
Enamel Company Bradford Yorks, Aldridge Salmon & Co, sole Agents for Western India.
Mrs. H. A. Austin, Milliner.
Messrs. Tyabji Dayabhai and Jamsetjee, Solicitors, High Court.
Westlake, J.
Beynon & Co., Chemists, &c.
Consulado De La Republica. De Chile.
Cuthriss, C. A., & Co., Watchmakers and Jewellers.

East Side.

[*Extreme South End of Esplanade.*]

New Secretariat Building—
Accountant-General's Office.
Sanitary Commissioner.
Assistant Superintendent of Stamps.
Inspector of Steam Boilers.
Presidency Audit, Pay, Leave and Allowances.
Council Hall.
Secretary to Government, Military, Marine and Ecclesiastical Departments.
Secretary to Government, Political Judicial and Educational Departments.
Chief Secretary to Government, Revenue, Financial and General Departments.
Oriental Translator to Government.
Legislative Department.
Budget and Resource Department.
Library Committee Room.
The Elphinstone College.

[*From New Secretariat.*]

Bombay Sassoon Mechanics' Institute.
Municipal Offices.
Esplanade Hotel.
University Hall.
University Library.
New High Court—
Sheriff of Bombay.
Farran, G. H., Acting Master and Registrar in Equity, Commr. for taking Accounts and Local Investigations, and Taxing Officer.
Lang, B., Barrister-at-Law, Acting Advocate General.
Oliver, A. K., Acting Assist. Commissioner for taking Accounts and Assistant Taxing Officer.
McLeod, N.C., Acting Official Assignee, Insolvent Debtors' Court.
Limji Nowroji Banji, Barrister-at-Law, Acting Prothonotary, High Court, Testamentary & Admiralty Registrar.
Kirkpatrick, H. C., Barrister-at-Law.
Robertson, Lindsay J., Barrister-at-Law.
Inverarity, J. D., B.A., LL.B., Barrister-at-Law.
Branson, R., Barrister-at-Law.
Anderson, J. C. Barrister-at-Law.
Russell, L. P., Barrister-at-Law.
Raikes, E. B., Barrister-at-Law, Clerk of the Crown.
Sanders Slater, J., Barrister-at-Law.
Budroodeen Tyebjee, Barrister-at-Law.
Scott, Basil, Barrister-at-Law.
Rivett-Carnac, L. W., Barrister-at-Law and Administrator General.
Jackson, C. W. L., B.A., Barrister-at-Law, Clerk and Sealer of the Insolvent Debtors' Court.
The Inspector General of Registration and Stamp.
Registrar of Bombay.
Registrar of Joint Stock Company.
Marriage Registrar.

[*Eldon Road facing the High Court.*]

Dhondoo Shamrao Garud, Solicitor, High Court.
Kursondas Chubildas, Barrister-at-Law.
Jamiatram Nanabhai Haridas, B.A. LL.B., Advocate of High Court.
S. N. Sanjana, Barrister-at-Law.
Dinshaw D. Davur, Barrister-at-Law.
Shamrao Vithal.
J. J. Gazdar.
Beaufort, A. F.
Glazebrook, N. S.
Armstrong, C. H
Vasudev K. Dhairyavan, Barrister-at-Law.
National Bank of India, Limited.
Payne, Gilbert, and Sayani, Solicitors.
Smith, Sidney, M.D.
B. Sakaramji & Co., House and Estate Agents.
Crawford, Burder, Buckland & Bayley, Solicitors and Notaries Public.
N. H. Gheesta, Dental Surgeon.
Pestonjee S. Kotval, Barrister-at-Law.
Pranlal K. Joshipara, L.C.E.
Lyon & Co., Merchants.
Thames and Mersey Marine Insurance Co., Ld.
The Maritime Insurance Co., Ld.
The Alliance Assurance (Fire and Life) Company.
Marine Insurance Co. Ld.
New Mofussil Company, Ld.
Bolton & Co., General Merchants.
Bombay Club.
Comptoir National D'Escompte de Paris.
Fucile, V., & Co., Hair Cutting Saloon.
Commercial & Law Mortgage Bank, Ld,
Ripon Printing Press Branch Office.
Thos. Vafiadis & Co., Egyptian Cigarette Merchants.
Madame R. Mahler Modiste, Speciality of Hats, Bonnets and Ladies' Millinery.
Kathiwar Trading Co. (in Liquidation).
Pechey-Phipson, Mrs. Edith, M.D.
Treacher & Co., Limited, Chemists and Druggists, Jewellers and Importers of Silver and Electro-plated Wares, Mess and Regimental Agents, Tea and Tobacco and Cheroot Depôts, Watchmakers, Wine and Provision Merchants, Booksellers, Stationers and Importers of Fancy Leather Goods, Photographic Depôt and Importers of Scientific Instruments, Hatters, Glass and Crockeryware Merchants, Cricketing and General Gymkhana Kit, Importers of Ammunition, &c. &c.
Public Works Department.
Post Office.
Money Order Office.
Postal Savings Bank.
Government Telegraph Office.

Forbes Street.

South Side.

[*Apollo Road to Rampart Row.*]

Aug. M. Misrahi, Merchant.
Oriental Printing Press. [turers.
Kanga & Co., Aerated Water Manufac-
Pestonjee Framjee, Watchmaker.
Framjee Nowrojee, Indian Condiments.
Shamrao Pandoorang, Solicitor.
P. Ruttanjee, Watchmaker.
G. S. Gokhale, L.C.E., Civil Engineer.
Shaik Adam Esoofally & Co., Merchants and Commission Agents.
The Indian Paper Mills.
David Sassoon & Co., Merchants.
Sassoon Spinning and Weaving Company, Limited.
Sassoon and Alliance Silk Manufacturing Company, Limited.
Sassoon Pressing Co.
The Port Canning and Land Improvement Co., Ld.
S. H. North & Co.
Depôt of Surgical Instruments.
Lawrence & Mayo, Optical Works.
R. Ramchundra & Co., Wine Merchants.
Brown, Charles & Co.
Machinery Importers, Agents and Brokers.
The Mody Bay Iron Works Co., Ld.
Engineers, Boilermakers, Shipwrights, and Iron and Brass Founders.
Pearson & Co., Aerated Water Manufacturers.
Greaves, Cotton & Co.'s Sample Rooms. [hine Depôt.
M. F. Coomana, Engineer, Mac-
R. Mull's Kangra Valley Shapore Gardens Teas.
Newton's Kangra Valley Chapore Estate Teas. Sole Agents R. Ramchandra & Co.
Robey & Co., Engineers, Agents for Fullerton Hodgart Barclay, Ld.
Frictionless Engine Packing Co., Ld., Engine Packings.
John Kirkaldy & Co., Feed Heating Distillers, &c.
Burn ey Iron Works Co., Ld.
Engine and Millwrights.
Mosses and Mitchell,
Valve Fibre.
A. G. Mumford, Pumping Machinery.
Price's Patent Candle Co., Ld.
Lubricating Oils.
Alfred Anderson & Co.
Oil Makers.
Pitt's Yorkshire Machine Co., Ld.,
Machine Tools.
Cav. Del Tufo, Italian Photography.
J. Cowasjee, Electro-Plater and Gilder.
Ardase r Jamsetjee, Wine and Provision Merchants.
Goldsworthy, J.

North Side.

The Grand Bar.
Latimer, J. H., & Co., Secretaries and Managers and Agents, Spinning and Manufacturing Co., Ld.
Scott, James & Co., Merchants and Engineers.
The Agra S. & W. Co., Ld.
The Union Flour Mills, Ld.
Jafferjee Hassunall & Co., Tailors and Merchants.
Tullockchund and Shapurjee, Merchants.
The Mercantile Press Co., Ld.
Greaves, Cotton & Co., Merchants.
Connaught Mills Co., Ld.
Economic Fire Office, Ld.
Empress S. & W. Co., Ld.
Howard & Bullough Mills Co., Ld.
Imperial Cotton Mills Co., Ld.
James Greaves Mills Co., Ld.
Leopold Spinning, Bleaching, and Manufacturing Co., Ld.
London and Lancashire Fire Insurance Co.
National Assurance Co. of Ireland.
Reliance Marine Insurance Co., Ld.
Union Assurance Society.
The Empress Spinning & Weaving Co., Ld.
Colonial Sea and Fire Insurance Co.
London Provincial Fire Insurance Co.
Puikney Line of Steamer.
Ruttonjee Bomonjee & Co., Dubashes.
Finlay, Muir & Co., Merchants.
Scottish Imperial Insurance Co.
Merchants' Marine Insurance Company, Ld.
Lloyd's Agents.
Agency of Clan Line of Steamers.
General Life and Fire Assurance Co.
Perim Coal Company, Ld.
Wilson Line of Steamers to Hull.
J. M. Tainsh & Co.
Parakh & Sons, Europe Stores and General Me chants.
Jamsetjee Jehangirjee, Dubash.
Bell's Asbestos Co., Ld., London.

Green Street.

[*Apollo Road to Marine Street.*]

John Fachiri & Co.
The British Empire Manufacturing Co., Ld.
Agents, Tod Durant & Co.
Positive Govt. Security Life Assurance Co., Ld.
The Bombay Freighters' Association.
Cowasjee Fakirji, Stamp Vendor.
Hormusjee Cowasjee Poonaghur, Stamp Vendor.
Mackinnon, Mackenzie & Co.
Southern Mahratha Railway Co.
British India Steam Navigation Co.
West of India Portuguese Guaranteed Railway Co., Ld.
Indian Imperial Marine Insurance Co., Ld.
Imperial British East Africa Co.
Brooks, A. J., Broker.
Eduljee Framjee and Co.
Brooks & Co., Brokers.
Byrne, Nanjee & Co., Brokers.
Conroy & Brown, Solicitors.
S. N. Putlie, Nilghiri Tea.
Netherlands Sea & Fire Insurance Co.
The Second Colonial Marine Insurance Company.
Home & Colonial Marine Insurance Co.
New Zealand Insurance Co.
City of Glasgow Life Assurance Co.
The Yangtze Insurance Association, Ld.
The Bombay Cotton Manufacturing Co., Ld [Agents.
Gray & Co., Merchants and Commission
Gill & Co., Agent, Phœnix Fire Office.
Burjorjee Jamsetjee Sanjana, Architect and Municipal Licd , Surveyor.
Nusserwanjee Sanjana, Surveyor.
Narayen Hurrychund Mantry, Surveyor and Plan Maker.
M. M. Bottlewalla & Co., Mill Store Suppliers, General Merchants & Commission Agents.
Venkutrao Ramchundra, Architect and Municipal Licensed Surveyor.
Dan. Houghton & Co.
H. E. Bode, late Farnham & Co.
The Khangaum Manfacturing Co.
B. J. Buxey and Co. [Agents.
Landing, Forwarding and Shipping
Edward Lloyd, Ld.
Paper Makers, London.
Agent S. W. Cartwright.
Brown and Moir, Solicitors and Notaries Public.

Hornby Road.

East Side.

[*Continuation of Esplanade Road.*]

Macropolo, D., Tobacconists, Cigar and Cigarette Merchants.
S. R. Mistry, Agents for Messrs. Hink's and Son's Depôt of Lamps.
Anandrao Narayen, Milliner, Dressmaker and General Merchant.
Max Minck, Watchmaker.
Mooljee Bhavanidas Barbhaya, Solicitor.
F. L. Batliboi & Co.
C. Heiniger & Co., Watch Manufacturers.
Reliance Watch Company.
The Currimbhoy Mills Co., Ld.
The Indo-China Manufacturing Co.
Allana Munjee & Co., Agents.
G. E. le Maistre & Co., Guns, Rifles, and Revolvers.
P. Byramjee, House Agent.
N. A. Hormarjee & Co., Merchants, Bankers and Commission Agents
D. Chothia & Co.
Dhun Mills, Ld.
The Wadia Mills, Ld.
Dr. F. B. Seervai, Dentist.
Ballantine, H.
Mrs. Counsell, Milliner.
Bangalore Dye Works.
The China Mills, Ld.
Dr. M. D. Karanjia, Oculist & Dentist.
Manockjee Petit's Manufacturing Co., Limited.
Wilmot & Co., House and General Commission Agents.
Importers of Tea, Coffee and Cigars.
Roskopf Patent Watch Agency.
The Bombay Typwriting Company.
M. L. Jellovits, M. D., Physician Surgeon.
Khurshedjee D. Shroff, Solicitors, High Court.
Framjee & Moos, Solicitors.
Padshaw, Solicitors.
M. K. Lalkaka, Barrister-at-Law.
Liddle, J., R. D. S., Dental Surgeon.
Muljee and Raghavjee, Solicitors and Notary Public.
The Gordon Spinning and Manufacturing Company, Ld.

A. Fetterle & Co., Watch Manufacturers and General Merchants.

Jost, C., & Co., Scientific Instrument Makers & Electricians & Importers.

The Gordon Mills, Ld.
The Mazagon Spinning and Manufacturing Co., Ld.

The Framjee Petit Spinning and Manufacturing Co., Ld.

Dr. Cowasji Nowroji.
H. D. Pesikaka, L.R.C.P., Dental and Ophthalmic Surgeon.

P. A. Hormarjee & Co.
Ardeshir Mehrban Irani, Merchant.
Framjee C. Mehta of *Kaiser-i-Hind*.
The Victoria Manufacturing Co., Ld.
Glade & Co., Merchants.
Bombay Presidency Association.
Nanabhoy B. Jeejeebhoy & Co., Agents.

The New Great Eastern S. & W. Co., Ld.
Vanmalidas Jagjivun, Agents.
The Ripon Manufacturing Co., Ld.
The City of Bombay Manufacturing Co., Ld.

Bombay Circulating Library (Catholic Book Depot).

Piece Goods Depôt Co.
British India Refreshment Rooms.
L. P. Gomes' Dispensary.
Dr. Edulji Nasarwanji.
Dr. Framji D. Divecha, L. M. & S.
Dr. Jehangir Edalji, L. M. & S.
The *Voice of India* Office.
Kaikhooshru Edalji, L. M. & S.
Barjorji Hormusji Dantra, L. M. & S
Framji Kaikhusroo Patuck, Vakil, High Court.

Dosabhoy P. Virji, Cotton and Woolen Merchant and Tailor.

Balmukundji & Nasarwanji, Jewellers, Engravers and Goldsmiths.

Sir Jamsetjee Jejeebhoy Parsee Benevolent Institution.

Cursetjee Muncherjee Bhesania, Silk Merchant.
J. E. Mody, Tea Agent.
The Victoria Music Club.
Social Union Club.
Dorabjee M. Kapadia & Co.
Dr. Cowasjee, G.G.M.C.
M. S. Vaz, Boarding and Lodging.
Dadabhoy R. Kateli, Assistant Professor, Mathematic and Science.

West End.

Rustim Bros., Cloth Merchants.
Mahadowdas Rugnathdas & Co., Silk Merchants.

The Parsee Girls' High School.
The Joint School Committee Office.
English Hotel.
The *Kaiser-i-Hind* Steam Press.
Office of the Stri-Mitra.

Young Ladies' High School.
Standard Buildings—
The Standard Life Assurance Co.
Craigie, Lynch, and Owen, Solicitors.
King, King & Co.

Albert Buildings—
D. McLauchlan Slater, F.I.A., Manager and Actuary, Oriental Government Security Life Assurance Company, Limited, and Secretary, Indian Guarantee and Suretyship Association, Limited, Oriental Loan Association, Company, Limited.

O. S. Pedraza, Translator and Professor of Foreign Languages.

K. N. Badhurji, M.D
R. D. Setna, Barrister-at-Law.
Jefferson, Bhaishanker and Dinshaw.

Dossabhoy and Cowasjee, Dubash.
The New High School for Parsees.
Bhaishanker and Kanga, Solicitors.
The Bombay Gazette Office,
Cathedral High School,

Hummum Street.

South Side.

[*Meadow Street to Apollo Road.*]

Madon, Sons & Co., Merchants.
Bhaisett & Co.
The Portuguese Consulate
Singapore Insurance Co., Fire and Marine.

S. Mehta & Co., late of Charpie & Co., Watchmakers.

A. Bharucha & Bros, Die Sinkers, &c.
Dossabhoy Hormusji Gimi & Co., Stationers and General Merchants.

Rogers & Co., Aerated Waters Manufacturers.

Upper Rhine Marine Insurance Co., Ld.
A. H. Nazar & Co,

Dûrst & Co., Bombay and Calcutta.
Industrial Printing Press.
Merwanjee Rustomjee, Coach Builder, &c.

Henry & Co., Cigar Merchants.
Campbell & Hewson, Architects.
Flower, E. W., House Agent.
P. D. Kanga & Co., Glass Decoration Works.

Jamsetjee Muncherjee, Watchmaker.
Moore, Thos. H. & Co., Merchants.
Royal Insurance Company, Bombay Agency.
Liverpool Underwriters' Association.
The English Dairy Co.
Cory Brothers & Co., Ld.
Crowder, W., & Co., Agents for Cory Brothers and Co., Ld.

Kashinath Janardhan Mantry, Solicitors, High Co rt.
E. E. Corey and Co., Tailors and Outfitters.

The Import Muster Lager, Bombay.
The Union Mills, Limited.
Hormasji Sorabji, Confectioner and Baker.

Warden & Co., Agents, Mission Tiles.
The Kurrachee Press Co., Ld.
Tyabji & Co., Merchants.
Denison & Co., Wine and General Merchants, and Sodawater Manufacturers.

Chitnis, Motilal and Malvi, Solicitors.
W. A. Thurman.
Menesse & Co., Auctioneers.

North Side.

Joonas Tyeb, Tailors and Outfitters.
Aba Ramsett, Goldsmith.
Thackersey Mooljee, Merchant.
The Hindustan S. & W. Mill Co., Ld.
The Western India Spinning and Manufacturing Co., Ld.
The Indian Manufacturing Co., Ld.
Duke & Sons, Aerated Water Manufactory.

Swift & Farrow, Public Accountants.
Bombay Trades' Association.
C. E. Laka & Co., Naval, Civil, and Military Tailors and General Merchants.

Ardeshir and Byramjee, Indian Art Gallery.
Ardeshir & Co., Civil and Military Boot and Shoe Makers.

The National Mortgage Bank, Ld.
The Universal Tobacco Co., Ld.
Cornforth, J. P., & Co.
The Bombay Tobacco Co., Agents' Office.

The Combination Advertizing Co., Agents' Office.
Clark, Captain A. C., Surveyor to Lloyd's Register of British Foreign Shipping.

Macaulay, Kenneth, Marine Surveyor Co.
Lidbetter & Co., Average Adjusters, Accountants.
Insurance Agents, &c.
Agents for North Queenslands, Marine Insurance Co.
Fortuna Insurance Co.
Mutual Provident Society, Ed.
Govind Gunput Electro-platers and Gilders.
R. S. Chitgupi, Barrister-at-Law.
Little, Smith, Frere and Nicholson, Solicitors.
H. Cassum & Co., Tailors & Outfitters.

Marine Lane.

[*Apollo Road to Marine Street.*]

Postal Printing Press.
The Indian Textile Journal.

Marine Street.

West Side.

[*From Apollo Bunder to Bank Street.*]

The Caxton Printing Works and English Mail Office.
Webb, F. C., Sergeant-Major, District Staff Officer.
The Commercial Press.
Kersten, J. L., Merchant.
Hormusjee Shapoorjee, Dubash.
Munjee Nursey.
American Dental Rooms, D. D. Bode, M.D., D.D.S.
Rustom Brothers.
Jehanghir Pestonji.
R. P. Chowdry and Co., Merchants & Agents, Calcutta and Bombay.
V. Soares.
Abad Amoros & Co.
Prince of Wales Hotel.

Motilal Moolchand, Marble Merchants and Sculptors.
The Deccan Paper Mills Co., Ld.
D. Mody & Co.
H. F. Sores & Co.
D. Sala & Co.
The Bombay Society for the Prevention of Cruelty to Animals.
The Bombay East Indian Printing Press Co., Ld.
S. Mamoojee & Co.
The Bombay *Jame-i-Jamshed* Printing Press.
The *Advocate of India.* Steam Printing Press.
Crawford & Co., Auctioneers.
The Empress of India Refreshment Room.
The Royal Indian Tea Depôt.
Bomanjee Muncherjee & Co., Factories and Mill Stores Hardware and General Merchants.
Cursetjee Ardaseer & Co.
Ishwerlal Dave & Misur Ludhoobhoy.
Stokes & Co.
J. R. Dajee & Co.
Mehta & Co.
L. Jeune Shimwell and Brother.

East Side.

[*From Apollo Bunder to Mint Road.*]

The Royal Alfred Sailors' Home.
Bombay Royal Yacht Club
The Army, Navy and Civil Service Co-operative Society of India, Ld.
A. Bhickajee & Co., Jewellers.
F Muraglia & Co., Sculptors.
Bull & Co , Merchants.
Apollo Refreshment Rooms.
H. M.'s Dockyard.
The Port Trust Apollo Bonded Warehouse.
Customs Bonded Warehouse.
The Bombay Opium Warehouse.
The Custom House.
Jeejeebhoy Maneckjee.
Bulkley and Co., Contractors.
The Govt. Central Printing Press.
Surgeon-General, Medical Department.
The Medical Board.
The Town Hall.
The Mint.
The Grand Arsenal.
The Bombay Port Trust, Head Office.

Medows Street.

East Side.

Mehrjee, Johnstone & Co., Auctioneers.
The United Service Stores and Agency.
Dinshaw Dadabhoy & Co., Stevedores and Contractors.
Mugondas Jeramdas, Merchant.
Jacob John Mahomed & Co., Tailors and Outfitters.
J. F. Paliswalla, Frame Maker.
M. P. Dhuru, Licensed Surveyor.
B. M. Tilak and N. N. Masani, Rubber Stamp Makers.
Ellis, W. F. W., Consulting Engr.
Phillimore, C. E., & Co., Agents for Head, Morrison and Blair, London, Liverpool and Manchester.
Pestonjee Muncherjee, Consulting Engineer. [Law.
Vinayakrao G. Kothare, Barrister-at-
J. E. Modi, Barrister-at-Law.
F. R. Vicajee. Barrister-at-Law.
Nanu and Hormusjee, Solicitors.
Eduardo Battaglia, Italian Book-binding and Jewellery Boxes.
The International Express, Ld., Bombay Agency.
The Peeroo Mahomed Manufacturing Co., Ld.
Underwood, Dr. C. Freeman, M.D.
Underwood, Dr. E. F., M.D.
R. Nowrojee, House Agent.
Bombay Association of Fire Insurance Agents, Secretary's Office.
Bhownugger Agency Office.
Bicknell & Merwanji, Solicitors.
Nensey, Spencer & Co.
Hollis A. & Co., Gun Makers.
Pestonji B. Metha, Rubber Stamp Maker. [Hire.
Schneider. A. C., Pianos for Sale and
N. P. Dubash & Co., Fancy Goods and General Merchants.
Dinshaw Sorabji, General Merchant.
Bombay Circulating Library (News Department).
Bomonjee H. Motabhoy, Broker.
The Eurasian and Anglo-Indian Printing Press Co., Ld.
Rustomjee Hirjibhoy, Picture Frame Maker.
Hormusjee Cowasjee & Co., Dubashes.
Sorabjee Cowasjee & Co., Auctioneers and Commission Agents.
Cowasjee Dinshaw and Brothers, Merchants, Aden and Bombay.
J. E. Boucher, London, Birmingham.

Wolverhampton, Walsall and Staffordshire Manufacturer.
The Eurasian Anglo-Indian Association of Western India.
E. Essa & Co., Tailors.
Hajee Ebrahim & Co., Tailors and Outfitters.
P. Cowasjee, Ice Depôt.
Khunderao Morojee, Solicitor.
Examiner Press.
Drs. Barbour and Shroff.
The Allianee Photo Enlarging Co.
B. X. Furtado and Brother.
E. Muncherjee Soparivalla, Tailor and Outfitter and General Merchant.
Murray, W. M., & Co.
Hallett, C. B., & Co., House and Commission Agents.
D. B. Mody, General Merchant.
Pestonji and Kanga, Consulting Engrs.
D. Fernandez & Co., Chemists and Druggists.
Purshotum Bundujee & Co., Merchants.
The Roman Catholic Chapel and Nuns' School.
Convent Day School.
St. Peter's Armenian Church.
Hormusji Adarji Kanga, L.C.E., Consulting Engineer.
S. Mitha, Signboard Painter and Gilder. [&c.
Kanny & Co., Watchmakers, Jewellers,
Dr. Da Gama.
E. Sally Mahomed, Tailor & Outfitter.
Tarachund Pursram, Indian Shawl Merchant.
The Fancy Goods Trading Co., Ld.
E. Taurines, Photographer.
Haroon Ebrahim, Tailor, &c.
Pallonjee Hirjeebhoy's Son, General Merchant.
Dinshaw Sorabjee, Confectioner and General Merchant.
Bland, T. A., Solicitor & Notary Public.
Bennett, F. S., & Co., Oculist-Opticians.
Thoms Black & Co., Plumbers.
The Western India Trading Co.
The Waterbury Watch Co.
Richardson & Co., Merchants.
F. Cornaglia, Successor to Federico Peliti, Confectioner.
Esubjee Adamjee, Tailor and Outfitter.
Nanu and Hormusjee, Solicitors.
Belgaum Manufacturing Co., Ld.
Pavri and Ragoonath, L.C.E., Architects, Engineers, &c.
J. E. Modi, Barrister-at-Law.
F. R. Vicajee, Barrister-at-Law.
Munsooklal Damodhur and Jamsetjee, Solicitors.
Munsuklal M. Munshi, Solicitor and Notary Public.
D. M. Colah, Barrister-at-Law.
Daphtari and Ferreira, Solicitors, High Court.
Dwarkadass S. Jadhavjee, Public Accountant and Auditor.
N. M. Mama, Dealer in used Stamps, Albums, &c
Alex. Schmeider.
Indian Readers Journal, Head Office.
Tyabjee & Co.
The Khangaum Ginning Co., Ld.
Rustomjee Hirjeebhoy, Picture Frame Maker.
Cooverjee Adarjee, Wood and Metal Engraver.
Danney & Co., Cutlers and Surgical Instrument Repairers.
India-Rubber Stamp Co.
Perozshaw Pestonjee.
Dr. F. D. Davar, Dental Surgeon.
Pestanjee Rustim and Kola Solicitors.
The United Merchants Co., Ld.
Hormusjee Sorabjee, Bookseller and Stationer.
Prince of Wales Trading Co., Ld.
Aerated Waters Manufactory.
People of India Manufacturing Co. (in Liquidation).
Ebrahim Ahmedally, China Bazar.
Italian Stores.
C. Colannello & Son, Wine Merchants.
C. P. Nunes & Co., General Brokers, Law and Commission Agents.
Dinshaw M. Dustoor, Oculist-Optician.
Sorabsha & Co., Merchants.
Marseilles & French Tiles Agency.
Turner, A. F., Solicitor.
Meeajee Ahmedbhoy, Milliner.
Taylor, Mrs., Milliner & Dress Maker.
Taylor's Hotel.
Dunnett & Co., Boot and Shoe Makers, Saddlers, Harness-makers, Leather Merchants, &c.
S. C Mujoo, Merchant. [sale.
Jamsetjee Framjee, new Carriages for
R Ditmar's Godowns & Warehouse.
Merwanjee Nanabhoy Sakhtwalla
Pallonjee D. Chowna, Consulting Engineer.
D. B. Taraporewalla & Co., Booksellers, Stationers and News Agents, successors to Hormusjee Sorabjee & Co.

Dr. F. E. Davar, L.D.S., B.C.S., &c.
Vogel, H., & Co., Watchmakers.
M. P. Modi, Barrister-at-Law.

West Side.

The National Spinning & Weaving Co. of India, Ld.
Burlington Restaurant.
Indian Oil Manufacturing Co., Ld. (in Liquidation).
Kaiserlich Dentsches Konsulat, Imperial German Consulate.
Ardeseer Jamsetjee, Wine and Provision Merchant.
Dhunjibhoy Rustomjee & Co., Wine Merchants.
Breul & Co., Merchants.
Khangaum Cotton Pressing Co., Ld.
Breul's Cawnpore Cotton Pressing Co., Ld.
Hingolee Press Co., Ld.
Manockji Pestonjee, Cabinet Maker.
Oriental Spinning & W. Co., Ld.
Mull Mathew & Co., General Merchants.
Sorabjee Shapurjee & Co., Engineers and Merchants, Agents for
John Musgrave & Sons, Ld., Bolton.
Adley Tolkien & Co., London and Blackburn.
William Rose & Co., Salford, Manchester.
Hugh Kershaw & Sons, Mossley.
Wilson & Co.
Khan and Khan, Bombay Agency.
Scottish Union & National Handson, Scott & Co., Stockport.
Witter & Sons, Bolton.
Frank-Reddaway & Co., Manchester.
Bildt, C. G. D, Agent to the Swedish General Association, and to the Society of Swedish Iron Masters.
Circle Litteraire Babliotheque Dinshaw Petit.
Pat O'Connell and Co., Registry Office for Domestic Servants
Sorabjee Pestonjee, Oxford Frame and Cabinet Maker.
Maganlal L. Shroff, LL.B., Solicitor, High Court.
The Lion and Sun Curiosity Shop and Dry Fruit Depôt.
S. Byramjee, House Agent.
A. Fredilis. European String Band.
Manockji Dossabhoy, Indian Curiosity Merchant.
S. Kale & Co., Ophthalmic Optician.
Boley Brothers.
Old Bahadurji Bakery.
Gosnel & Co., Shipping and Forwarding Agents.
B. Cursetjee, House Agent.
Pereira, L. S., Pianoforte Tuner.
Gregory, A. F..
Allen, Francis, & Co.
The Bombay Landing and Forwarding Company.
D. B. Dinshaw, Picture Frame Maker.
Balla Govind, Gold and Silver Smith.
Vishnu Babaji, Gold and Silver Smith and Electro-plater and Gilder.
Neuberg, J., General Merchant.
Blascheck, A., & Co., Merchants.
Vice Consulate for Spain.
Berends, George A. F.
C. M. Mehta & Co., Tailors and Outfitters.
Seedick, Hajee Vaidina, Tailors Outfitters, and General Merchants.
Shapurjee & Co., General Purveyors and Bazaar Agents.
Sorabjee Burjorjee, Sodawater Maker.
Janardhan Gopal, Solicitor and Notary Public.
Pranjivandas Culliandas.
Popular R. M. Company.
A. N. Francis & Co., Cigar Merchants.
Moreschi and Craeffe, Photographer.
William Wallach, Barrister-at-Law.
Kumar Shri Samatsingji of Palitana.
Framroz D. Shroff, Watchmaker and Jeweller.
Bloomfield & Co., Bonanza Rubber Stamp Manufacturers.
Cursetjee Cowasjee, Watchmaker.
Peroo Mahomed Oil Mills.
Sartor & Co., Importers of Sewing Machines.
Nansee Khyraz & Co., Tailors and Outfitters.
Nensey P. Mahomed, General Merchant.
Vulley Hoosun & Co., Tailors and General Merchants.
Morenas & Co., Ice Confectioners.
John Jacob Mahomed, Tailor and Outfitter.
The Bombay Fine Art Gallery.
Vice-Consulate for Spain.
Jaffer Peer Mahomed, Civil and Naval Military Tailor.
Mir Sarfrazali, Barrister-at-Law.
Mirza Hooseinkhan, Solicitor.
Harry Clark & Co., Shirt Makers, &c.
The Commercial Reporter Press.
C. Nusserwanjee Reporter, Daily Commercial and Seed Reporter.

Lalljee Jaitha & Co. Merchants.
S. Cursetjee Majoo & Co., Milliners.
Cooper, Wm., Lithographer and Engraver.
Read, G. W.
H. Robitsek & Co.

Military Square Lane.

Souza and Fernandes, successors to C. Bonnevialle & Co., Wine and Spirit Importers.
Sodder & Co., Shipping and Clearing General Custom House Agent.
Pereira, D'Souza, Boarding and Lodging House.
Peter, C & Co., General Outfitters, Hosiers and Shirt-makers.
M. Coobair, Signboard Painter.
Lobo, J M. Lithographer, Die Sinker and Engraver.
Fernandes, D'Costa, & Co., Tailors and Outfitters.
Lewis, J., & Co., Domestic Servant Suppliers, and General Commission Agents.
Cowasjee Eduljee Dubash.

[*Rope Walk Lane diverging to South of Military Square.*]

Livery Stable Company.
E. H. Moses, successor to N. Sassoon.
N. M. Funthakey & Co.

Oak Lane.

Nowrojee Pestonjee Cama, Barrister-at-Law.
Hyderally Cassimjee, Merchants.
Wallace, Elliott, & Co.
Sharp, R, and Son, Coal Brokers.
C. K. Desai, Barrister-at-Law.
B. Selwyn.
N. F ttehally, Notary Public.
Ardashir Framji Unwalla, Solicitor, High Court.
Janardhan and Ardashir, Solicitors, High Court.
Grieves, Wynn. & Co., Agents.
Scott, Newton, & Co.
Narayen Hurrischandra Mantry. Architect and Surveyor.

Parsee Bazaar Street.

West Side.

Times of India Steam Printing Works, Old Commissariat Buildings, Elphinstone Circle.
Eduljee Pestonjee Chubb, Sole Agent in Bombay for Chubb & Son.
Ramchander Mahadew & Co., Merchants.
W. Cooper & Co., Landing and Shipping Agency.
Dadabhoy Hormusjee & Co., Merchants.
The National Printing Press.
Dosabhoy Merwanjee & Co., Merchants, Depôt for Wheeler and Wilson Lockstitch Family Sewing Machines.
Cowasjee Dadabhoy, General Merchant.
Abdoolali Goolamhoosen.
The Standard Printing Press.
Bhikudas Rupchand & Co., Agents.
Fraser, S. B., and Sons.

East Side.

Stationery Hall of Allibhoy Ismaljee.
Cumroodin Abdoolrahim & Brothers, Wholesale and Retail Stationers.
Abdool Hoossein Kikabhoy, Wholesale and Retail Stationers.
Byramjee Pestonjee & Co., Dubashes.
Jehanjhir Bejonjee Karani, Bookseller, Publisher and Printer.
Moossa Abdoolally Essabhoy, Wholesale Stationer.
Allibhoy Sumsoodin, General Merchant.
Victoria Buildings—
Jamsetjee N. Tata & Sons, Merchants and Agents India.
The Central Spinning and Weaving and Manufacturing Co., Ld.
The Swadeshi Mills Co., Ld.
Good, Herbert M., & Co., Agents.
Moxon, Meyer & Co., Bradford.
Liebert and Meyherhoff, Hamburgh.
Nusserwanji Chandabhoy, Civil Engineer.
Hussonali Abdoolali, Bombay Stationery Mart.
D. R. Bombay & Co.
Murcott Price & Co.
S. P. C. K. Book Depôt.

Kesowjee Toolsidas & Co.
Parasnath Tea Agent.
Nusserwanjee Chandabhoy C.E.
Byramjee Pestonjee, Dubash.
M. Pestonjee & Co.
Nicoll, W. G.
Graham, W. & A., & Co., Merchants.
Norwich Union Fire Insurance Society.
Lancashire Insurance Company.
Phœnix Fire Insurance Co.
Fire Insurance Association.
Straits Insurance Co., Ld., and Straits Fire Insurance Co., Ld
London and Lancashire Life Assurance Co.
Agency of Anchor Line of Steamers.
Chamber of Commerce Offices.
John Marshall, Merchant and Secretary, Chamber of Commerce.
Trans-Atlantic Marine Insurance Co., Ld., of Berlin.
Agents for Dobson and Barlow, Ld., of Bolton.
Royal Flour Mills Co., Ld.
Jehangir B. Karani and Co., Ld.
The Standard Printing Works and Bombay Type Foundary.
M. Pestonjee & Co.
C. Rustomji Sethna.
Phiroze C., Sethna.
R. D. Mistry & Co.
The Bombay Flour Mill Co., Ld.
Jamsetjee Framjee, Wine Merchant.
Chubbs' Box and Lock Mart.
The Bhickajee Shapoorjee Bangalee Parsi Girls' School
Ebrahim and Allibhoy, Stationers.

Rampart Row.

East Side.

Thorpe & Co., Tailors and General Merchants.
Cutler, Palmer & Co., Wine Merchants.
P. & O. S. N. Company.
E. D. Sassoon & Co., Merchants.
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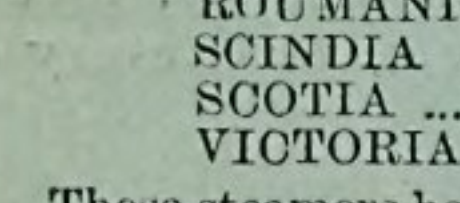
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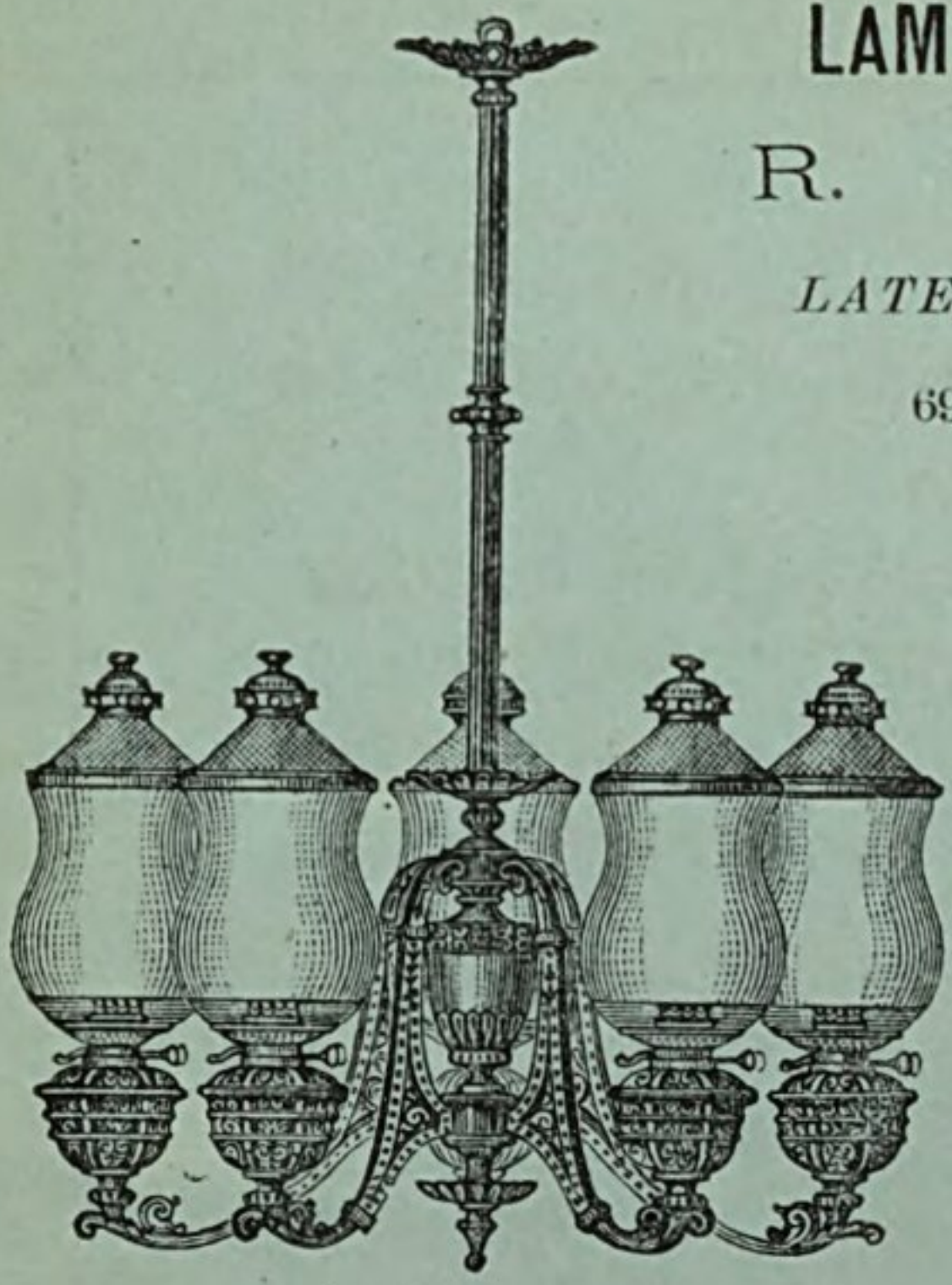
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